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03 >

MORTONS

Two motorcycle tires are shown in the background. The tire on the left is a smooth, slick tire, while the one on the right is a knobby, off-road style tire. Both are black and appear to be made of rubber.

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Editor: Dan Clare
Email: dan@scootering.com
Publisher: Tim Hartley
Publishing Director: Dan Savage
Designer: Chris Abrams
Picture desk: Paul Fincham, Jonathan Schofield
Production: Pauline Hawkins, Sarah Spencer
General queries and back issues:
Tel: 01507 529529 24hr answerphone
 Lines open Mon-Fri 8.30am-5pm
 help@classicmagazines.co.uk
 www.classicmagazines.co.uk
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Subscription Manager: Paul Deacon
Circulation Manager: Steven O'Hara
Marketing Manager: Charlotte Park
Commercial Director: Nigel Hole

TRADE ADVERTISING

Gary Thomas – gthomas@mortons.co.uk
 Tel (01507) 529417
 Emma Buxton-Rockley – ebuxton-rockley@mortons.co.uk
 Tel (01507) 529410

Group Advertising Manager: Sue Keily

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Welcome to the March edition of *Scootering*!

Thanks to everyone who got in touch to praise the 'bike engine special edition' we did last month, which paid homage to those crazy-engineered machines with '80s hooligan engines fitted. The edition seems to have been very well received. I did get wind of one negative response to the special edition, someone claiming we now 'only feature scooters which have bike engines in'... although I had to measure criticism against the fact that the complainant was a strict 'purist' when it comes to scooters, and also didn't seem to understand that it was a one-off special edition. As I said in my column of that month's edition... you can't please everyone! Another great response was to my plea for more Vespa owners with 'beefed up motors' and 'fancy engineering' to get in touch, and indeed they did. So we now have a nice range of monster Vespa motors currently pending photoshoots. Keep them coming!

Moving forward, to focus on this month's mag, there's a tonne of stuff to take in, but three things I'd like to make mention of in my opening edit are as follows. Firstly, the cover scooter Pure Acid; as feature writer Stu Smith points out, this scooter has the 'complete' package of power, performance and paint. It really does look to have set a new standard in customs. Secondly, and complementing the same 'new standard in customs' ethos, but on the modern autos side of the coin, the SIP Pordoi racer is simply stunning. Modern autos often don't capture the same emotion as classic two-strokes but this machine does it in spades. Finally, a welcome back to tuning guru Darrell Taylor, who has been far too busy with his successful tuning business to write for us for quite some time. It's nice to have him back, spreading the tuning word.

Anyway that's enough of my ramblings, it's another belter this month... enjoy the issue.

Dan



RALLY NEWS

There's room at the inn (or rugby club)!

The Easter National at Whitby now has a campsite for people attending the event, located at Whitby RUFC. It's a well-known and friendly venue. Prices are as follows: £15 per person for camping from Friday, £10 if arriving Saturday. A supplement of £5 per car and £10 per van, caravan or camper is payable.

BSRA Championship for 2020 begins!

All scooter riders across the UK are welcome to take part in the BSRA Championship for 2020. Why not enter this year's championship? It's really simple: ride to every BSRA National Rally and this year's bonus event (Mersea Island) and be in with a shout to win. You could win a fabulous trophy (to keep), free insurance, a cash prize, free entry for the winners (male and female) to every BSRA National Rally in 2021 and a host of other top prizes. So to be in with a chance, just ride to every National Rally and come and see us at the Lexham Insurance stall on the Saturday of each rally between 9am and 2pm. We stamp your card and



that's it. All we need is your name, address and postcode, and whether you are a club or solo rider. Details can be sent to alb401@hotmail.com or visit us at the Lexham Insurance stall at Whitby. Ride safe, and see you on the rallies.

Rick, Ann and our new assistant Scott.

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A warm welcome to the March edition of *Scootering*.

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The upfront section with all the latest news, views and product reviews!

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Every once in a while, a scooter comes along which stands head and shoulders above the rest. With a devastating combination of power, performance and paint... this scooter brings the full package to the table.

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Get your mag delivered to the door, earlier than newsstands, and save money... cool. Plus – gain access to all the benefits of the 'Scootering Extra' subs club.

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Readers' letters, laughs, feedback and fury – get it off your chest man!

30 Show us your Scoots!

The best of our readers' rides, as sent in by you.

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It's the first show of the season and, as Stan discovered, Scooter World always brings out the best of British scootering.

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A tribute scooter developed with true emotion; completed by a band of brothers, in honour of the memory of a dear friend whose legacy will always live on...

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Terry Vine bought the type of scooter he always wanted, ran it till it dropped, and has now rebuilt it with his own personal touch.

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He's contributed to almost every prestigious scooter project of the past decade but as Stan discovered there's more to Keith Newman than 'scooter bling'.

58 Feature Scooter: Forever in Debt

The scooter rallies of the early '80s were without doubt the spark which lit

the touch-paper for the development of the custom scooters we see today. This scooter is one of those influential originals.

64 What happened to the open day?

There was a time when scooter open days were actually part of the rally calendar, some were even two-day events. Gradually it has become a forgotten concept... but not for everyone.

69 Hellraising in the Highlands!

Saigon Scooter Centre's 15-day adventure through North Vietnam's mountainous region along the borders of China and Laos had a group of riders spanning four continents.

82 Reader's Ride: Hellraiser

Colin Middleton is a rally-going scooterist and his custom 'work horse' scooter is based on his favourite film, the iconic '80s horror movie Hellraiser.

87 Tech Torque: Lambretta Preservation: Part 6

Once a scooter has been preserved there are a number of cunning ways of making sure it stays that way for future generations to enjoy...

96 Colours of my Mind

The Sixties was the decade of outrageous fashions with the use of bright vivid colours. The Lambretta was the perfect choice to exploit its potential, and this one does just that.

110 Tuning: Proven results, or a waste of time?

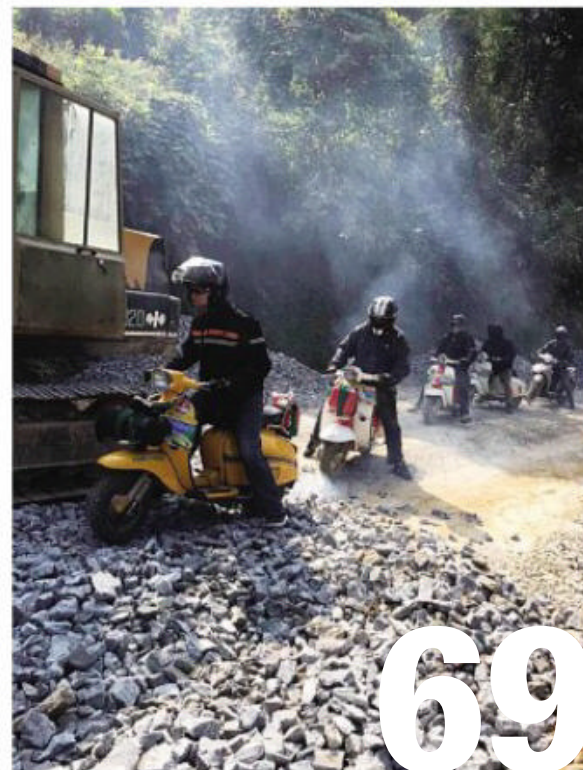
There are some well-known and time-honoured traditions when it comes to tuning 2-stroke engines... but are they all being judged and applied within the correct parameters?

116 Lord of the Rings

Can a part that costs only £55 really transform Vespa's HPE 300? Stan puts Kübler's Speedring to the test.

118 Social Influencer

In the '80s Dazzle set new standards for custom 2-strokes; you can't compare the old to the new, but Stan asks whether SIP's Pordoi Racer will do the same for autos...



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KICKSTART

NEW DENIM

In his quest to find the perfect riding jeans, this season Stan will be putting a pair of RST's Tech Pro jeans through their paces.

The jeans are constructed from heavyweight Cordura denim that's been reinforced with Kevlar for enhanced abrasion resistance. Critical areas have additional protection from a terry knit Kevlar lining and Level 2 CE armour is fitted to the hip and knee joints. RST claims that "the Tech Pro jeans have been cut to ride in, even on the aggressive riding position of sports bikes. With this in mind, we've added stretch areas over the knee and in the seat for comfort and enhanced ergonomics." Initial

experience is that they are indeed comfortable to ride in and Mrs Stan, not a woman to issue compliments easily, even believes the cut is "slimming".

For that reason alone you can expect Stan to be wearing them a lot this year!

RST is one of the few companies worldwide to work in formal partnership with DuPont, the originators of Kevlar, making the RRP of these jeans all the more remarkable.

RRP: £149.99

For more info: www.rst-moto.com



NEW!

BGM Classic and Sports profile tyres

Tyres are without any doubt one of the most important components of our scooters. They provide the contact and grip to the road and are therefore not only responsible for safety but also for the fun factor. BGM's goal was to develop a tyre which runs through bends and roundabouts when it is wet, the same as you would ride in the dry! Coupled with

the needs required for today's engine outputs, there was only one way: a completely new development.

Two things determine the driving behaviour of a tyre: the rubber compound and the structure of the tyre. The BGM tyres are constructed and produced in Germany. All of the innovations from recent tyre technology have been incorporated into the tyres. The specially co-ordinated material mix with high silica compound should ensure excellent grip in both dry and wet conditions. The carcass ensures straight running and line fidelity during fast cornering. Tyres are usually simply pressed into shape from a layer of rubber. The BGM tyres are significantly more complex to produce and consist of several layers to create a tyre that meets the highest requirements on the market.

The BGM Classic profile is a tribute to the tyre that has been chosen for many Vespa and Lambretta owners as original equipment tyres.

The BGM Sports profile has been developed with the needs of the ultra-performance engines of today. The profile adds the sports theme.

RRP for the Classic is €37.90, and for the

Sports it's €38.90.

For more info: www.scooter-center.com



THE FASTEST SCOOTER IN THE COUNTRY?

Yes, you heard it right – as the headline suggests, a new project to claim bragging rights to having the fastest scooter in the land is under way. The scooter in question, a Vespa small frame, is currently being built by Taylor Sturgess in the workshop of Replay Scooters. The idea is for it to be fully road legal and not just a one-off race machine built for that purpose only. Rather than just try and see how fast it will go in one direction, Taylor wants to do a proper two-way record attempt which is a much harder discipline to achieve. *Scooter* magazine will be following the project closely, right up to its (hopefully) successful conclusion.



LEGAL Q&A



This information is provided by Stephen Hattersley, of WildWood Legal, a firm of solicitors specialising in claims for injured scooterists. Stephen, a qualified solicitor for 25 years, has been riding scooters for more than 30 years, and has acted for injured riders across the UK. He knows the tricks and pitfalls that insurers use and pulls no punches in his dealings with them. He rides to work every day and understands the challenges you face out there.



WildWood Legal

Q. I had an accident but it is a while ago. Am I too late to bring a claim?

A. Time limits do apply to personal injury claims. Ordinarily, court proceedings need to be started within three years of the accident date. The court can extend

this period but there needs to be a (very) good reason why the delay has happened for the court to allow this. There is lots to do before court proceedings can be started (obtaining evidence, instructing medical experts etc.) so don't leave things until late in the day if you can

possibly help it.

If you need advice on a scooter-related legal question, email stephen@wildwoodlegal.co.uk. The best Q&A will be published in *Scooter* magazine in confidence.

Tino's tools

As the latest round of products from his evergreen stable proves, there's no sign of Tino Sacchi running out of ideas any time soon. For more info: www.lambretta.it



MULTI-USE

First out of the gate is his multi-tool and if ever there's an award created for innovation of the year it has to be a contender. Combining clutch compressor and flywheel puller in one package, it folds down to the size of a cigar packet. Manufactured from stainless steel, the clutch compressor function is easily recognisable; where it scores points is in using the flywheel puller as the compression screw. Illustrating how well thought out the product is, a spanner is cut into the compressor bridge which fits the flywheel puller. Designed to withstand regular workshop use, it's also compact enough to carry on tour and retails at £40.



BRAKE REAMER

As a dedicated builder, tuner and restorer, Tino's constantly searching for ways to ease the workshop burden. A common problem is 'seating' rear brake shoes, something that Innocenti recognised and indeed produced a workshop tool that skimmed brake shoes, ensuring the maximum stopping area was applied to the hub. Tino has reimagined this tool, making it easier to use and store. Admittedly it's not a tool that'll be used every day but spreading the cost of £89.99 among a few like-minded friends would be a worthwhile investment.

Back to the '80s

It's a symbol of the decade that saw most of us grow up but for years the driver screen was an unaffordable collector's item. Latest into the fray with reproduction screens is Saigon Scooter Centre, the difference with its product being that they're made in metal. This opens up a whole host of finishes that were previously out of

reach. First UK stockist is KTF Scooters, who price the full screen at £190. A range of top screens in different colours are currently on offer at £20.

Another resurrected rarity in stock at KTF is the Pole Position seat. Available in black or white and to suit both PX and T5, prices start at £105.

More info: ktfscooters.co.uk



SIP BFA TUNING CATALOGUE

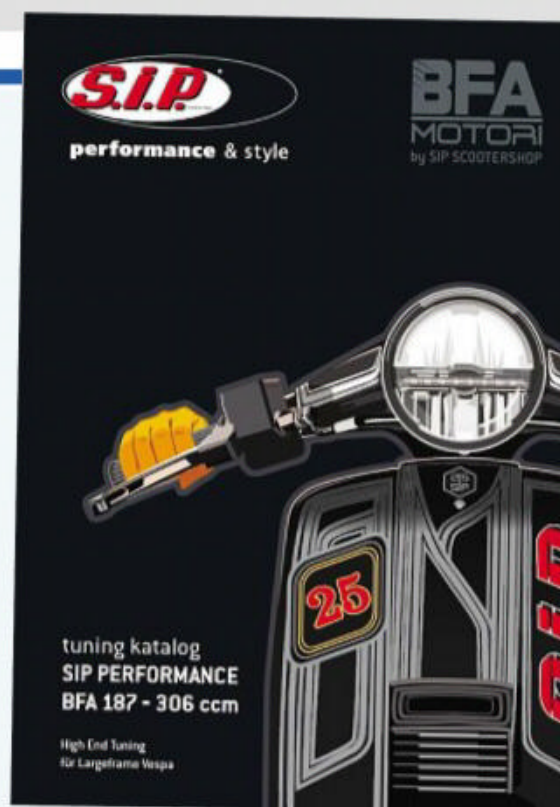
NEW!

The oldest wisdom in the world of engines states that nothing beats cubes, except more cubes. BFA has taken this approach to the max and now build an engine with a massive capacity of 306cc for large-frame Vespas. No stone has been left unturned – engine case, cylinder, crankshaft – all have been designed from scratch to meet the demands of such a 306cc high-end lump. The result is next-level Vespa tuning. Power, torque and width of powerband are more akin to a motocross engine on steroids than to a scooter. Performance over 50hp is claimed, along with high durability.

The BFA 306 motor and the individual components of the set are among the most exclusive engine parts available for

the traditional geared Vespa scooter engines. That does not only refer to the price though. The sort of performance these engines are capable of putting down on to the tarmac is mind blowing, and all that as a straight replacement for the humble original engine of the Vespa large-frame scooter.

SIP took over the 306cc project from BFA, now under the label of SIP BFA. The range was expanded and a version of the engine case for 60mm stroke cranks was added, as were versions for 'standard' 177cc and Malossi MHR220. On top of that there is an engine case with no transfers, to be used for other cylinders of your own choice. The parts themselves still come from the same small and prestigious Italian precision engineers. The 306 is not for your average tuning rookie. But then who or



what exactly is 'average'? Does the average mind tune a Vespa?

For more info visit: www.issuu.com/sip-scootershop.com/docs/sip-bfa-catalogue2020



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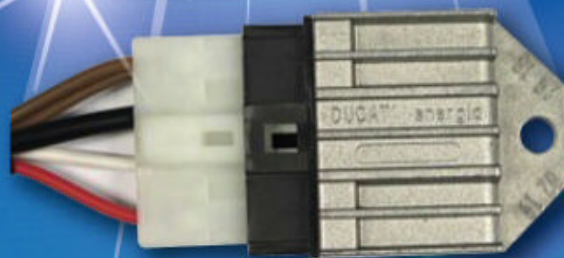
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Rookie Racer: Chapter Two

This time last year we started following the exploits of Justin Offland as he prepared to join the ranks of the BSSO production class. In what turned out to be an amazing season the Diary of a Rookie Racer series proved to be very popular. Just when you thought it was all over, along comes a new rookie preparing to take on the exact same challenge.

Fifty-two-year-old Phil Hallam will be entering all races this year on the BSSO calendar. With his machine fully built and his application for an ACU licence almost complete, he will begin testing and getting in some practice around early March time. He knows what a daunting task this is to take on but is relishing the challenge ahead. As Phil says: "I am one of the oldest racers in town but it's never too late to start a new chapter in your life."

Scootering magazine will be following his progress throughout the season and we wish him all the best in what he does. If you are intending to go and watch the BSSO series in 2020 look out for him and say hello to this year's rookie racer.



ROYAL ALLOY GP300 EXHAUST IN THE PIPELINE?

The Scooter Republic (TSR) tells us that it's looking to develop its latest Odyssey GTS exhaust, so as to fit the newly launched RA GP300. Keep checking www.thescooterrepublic.co.uk for progress or call 01633 533067 for updates.



Scootopia Lambretta electronic ignition



Scootopia is shortly taking delivery of its new 12v electronic ignition system for the Lambretta. After extensive testing, production has started and the kits should be available by mid-March at the latest.



The kit comes as a complete ready to fit system with flywheel, stator, CDI and regulator. There is the option for both LI/SX or GP tapered cranks which means it will fit any Lambretta from the Series 1 to the GP.

Also included is a mounting bracket for the CDI and rectifier and most importantly a flywheel holding tool made specifically for this kit.

Finally, through an AC system, there is a DC output from the rectifier if you want to add a phone charger or sat nav.

Everything included, it comes in at a very competitive price of £180 to the customer and is good value for what you are getting. More details of its technical specifications will be put up on the Scootopia website once the kit becomes available.



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Prepared for attack?

These days the threat to our scootering existence comes from all directions in a world that is changing fast. Are we prepared to defend it?

It seems these days there is always something that one way or another is a threat to the scooter scene. Not only from the government that makes up the rules of our daily life but changes within the scene itself. Luckily, it seems when there is some sort of threat that scooterists stick together to fight it off. It's this close-knit unity that has worked so well in the past and hopefully will do in the future.

The real threat is from the way the world is trying to become greener (which is no bad thing) and carbon-neutral. But sometimes the 'policy priorities' seem skewed, as the big corporations spew into the atmosphere without a care, while the little man in the street is punished at every turn. The banning of two-strokes being manufactured happened years ago, though luckily that ban did not affect existing machines. Piaggio switched to four-stroke production to continue and survive, very successfully too. Even these supposedly cleaner engines are banned from some big cities with the list set to grow. The idea now being that we can all run around on, or in, electric vehicles instead. Even my home town where I grew up has just issued plans to ban all petrol engines in the next 20 years – although those figures could be just pie in the sky as the prime minister is trying to bring that date further forward as we speak. The idea is far from complete and probably will never be fully executed in my lifetime, and the requirement for all the extra electricity might mean the carbon

“ Even these supposedly cleaner engines are banned from some big cities with the list set to grow. ”

emissions could even increase? The rantings of a certain Swedish girl may make for great soundbites and PR, but the reality is, I want my scooter life to remain how it is. Scooters may eventually be banned from our towns and cities but I'm sure owners will work a way around it and still use them.

There have been other legislative threats in the past, such as the leg protectors issue and compulsory daytime lighting. Many of these proposals are made up by just a few individuals who studied at university and have probably never even ridden a two-wheeled vehicle of any description. No one is saying that we shouldn't ride



When scooterists unite they are a strong force to be reckoned with.

safely or that engines shouldn't be clean-burning, that is already being done with improved fuels and oils. What's annoying is the powers that be often come up with some strange ban or ruling which isn't actually the real answer. To them, it doesn't matter about the consequences for those individuals who the policies will affect. That's why the proposals such as the ones mentioned were beaten when it became known how unrealistic they were. Many scooterists at the time joined forces with motorcycle riders to stave off the attack.

The situation now though is far worse than anything that has previously been

proposed. This isn't just some threat of an addition to riding on the road – this time it could finish riding them altogether. It may sound quite a while away but governments can't be trusted and who knows – this supposed ban could come even earlier. Rather than wait for it to happen until something is done about it, surely it would be better to act now. Rallying the troops, as the saying goes, and getting everyone together as one big force. This will be far more difficult because it's a worldwide problem, so it's not a case of just fighting the powers that be in our own country.

To do this right means joining forces not just with motorcycle owners but car enthusiasts as well. It will affect so many people within the whole automotive industry, classic and modern. A united front from everyone involved will carry far more power. This isn't an easy thing to do and there are already groups out there defending the cause. What is required from scooterists and everyone else directly involved in our scene is to come together and be prepared to join in with other elements from all sides.

Just exactly how this can be done is open for debate and would need careful planning. Who would be in charge and where would the time be found to organise everything? I'm not suggesting that we should block the houses of parliament with a barricade of scooters or choke them with two-stroke smoke (even though it might be an amusing idea). It's at least a few years away from any drastic decisions being made but there is no harm in discussing the ideas mentioned now. Scooterists have done it before and I'm sure they can do it again. Be prepared for any attack on our scene if and when it happens, before the event, not after. The threat is already there – don't ignore it. Your views on the subject are appreciated if you wish to discuss them: stuart@100mphlambrettaclub.com

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An offer you can't refuse...

When Jem Booth rings you and asks for a favour, it's always difficult to say no.

In 1993 scooter racing was still strong but a few riders were a little fed up of racing at Three Sisters – it felt like we were there every month, well to be fair... we almost were.

Jem Booth is a name known to many scooterists as a northern soul DJ and supplier of spare keys for your Lambretta. Jem has been around scooters for all his life really and in those days was a top racer, British sidecar champion, member of Team Rayspeed and had a reputation as a straight-talking guy who got things done. If you've ever see the Top Gear scooter racing feature from the 90s, it was Jem who explained about sidecar racing and how we all did our own work in our sheds. Jem was a talented and hard racer... but if he wanted help with something, when he asked... you listened (and invariably said yes to whatever he asked). I remember taking a call from him: "Paul, we are organising a weekend of racing and it's near you in Lincolnshire." Now Lincolnshire is a big county, but I guess Manby Showground near Louth, which is 50 miles away, was, erm, 'close'. Sort of? He continued: "Can you typeset and print the race programmes for me?" From there it got more interesting; I asked where we were going to race because I thought Manby Showground was an old runway and some field. "Yes, that's right... but 'we' are going to build a circuit," Jem told me confidently. "How are 'we' going to do that?" was the obvious question I asked. "Out of tyres," was the blunt answer, one I was not exactly expecting.

So as the weeks went by, the plans came together. I designed the programme for the event and Jem corralled together more helpers. He made those 'recruiting phone calls' in the same manner that The Godfather called in favours. Jem was one of those people that you just couldn't say no to. He made things happen.

I managed to get some money from my employers at the time and we put £350 on the Cranwell Stationers Grand Prix, which we billed at the time as the richest scooter race ever. I'd had this idea for a 30-lap race in teams of two, which

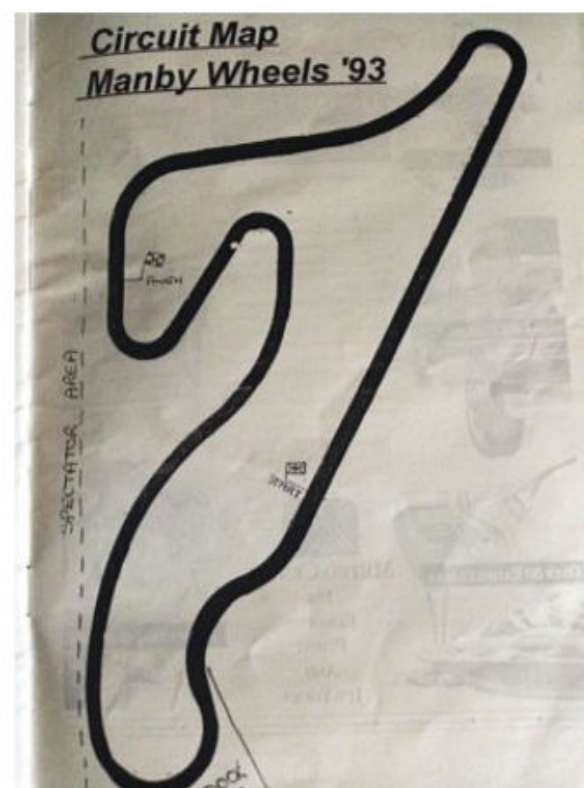


would involve refuelling and a handicap system so that everyone had a fair chance of winning.

Other racers and supporters bought adverts and the programme was like a who's who of scooter dealers. In total we had £1000-plus of prize money and trophies for this unique event.

It was to be part of the Manby Wheels Festival which included all sorts of muddy motorsport fun, a fairground, show arena, shopping stalls and fun for the whole family.

So come August bank holiday there we were with Jem leading operations, directing vans and trailers moving literally thousands of tyres to build this surprising quick circuit out of tyres. Teams of helpers had been press-ganged to sweep sand off the concrete surface and the circuit was manipulated to avoid chunks of concrete that were missing here and



there. There was a reasonable start straight that ended in a very tight hairpin around a soil bank, then there were a couple of S-bends linked by a long curve that tightened up before swooping back to the straight.

Considering it was tyres forming the circuit, we had relatively few crashes although inevitably in those days, when health and safety hadn't made its presence felt, a couple of people ended up in Louth Hospital after clipping tyres at speed, or even just riding straight into them before their trip over the handlebars.

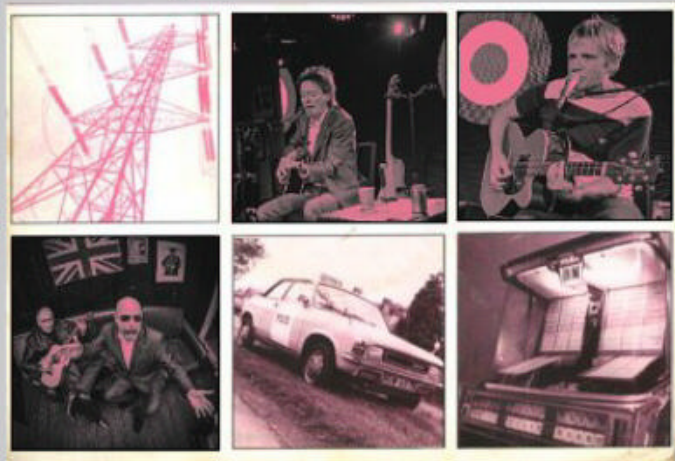
The weekend was a huge success and very popular and in 1994 Jem made those 'Godfather' type calls and there we were again. Jem had sparked Team Rayspeed into putting together a very different race meeting that was just a joy to race at. Who would have thought we could build a track out of tyres on a wartime concrete parade ground and then race around it for money and British Championship points? Talk about jumpers for goalposts!

But scootering has always been good at organising from within. Scooterists organising for scooterists. Very little commercial infiltration of the scene overall. It shows what can be done with teamwork, enthusiasm, positivity and a bit of shouting!

LARGE LAMBRETTA RACING		
Group A - Up to 200cc Standard		
9 Bob West	Yorvik	Lambretta 200cc Team Tafford
11 Pete Merchant	Boschdale	Lambretta 200cc Team Rayspeed
15 Mike Anderson	Leicester	Lambretta 200cc L.B.T.
21 Julian Braithwaite	Harrington	Lambretta 200cc Leeds Central
31 Phil Simpson	Oldham	Lambretta 200cc Originals S.C.
34 Tim Simpson	Leeds	Lambretta 200cc Leeds Central
35 Roland Davis	St. Annes	Lambretta 200cc Team Rayspeed
37 Jem Booth	Darlington	Lambretta 200cc Leeds Central
40 Phil Braithwaite	Ossett	Lambretta 200cc Leeds Central
45 Chris Mallows	Grantham	Lambretta 200cc Team MB
49 Paul Green	Washington	Lambretta 200cc Nomads Race Team
54 Rob Miller	Northolt	Lambretta 200cc Leeds Central
55 Phil Bevis	Leeds	Lambretta 200cc Mansfield MRT
56 Phil Maskery	Mansfield	Lambretta 200cc S.A.S.R.T.
58 Kevin Braithwaite	Haywards Heath	Lambretta 200cc White Rose SC
77 Colin Downing	Rothwell	Lambretta 200cc White Rose SC
82 Brendan McNally	Castleford	Lambretta 200cc Leeds Central
97 Mark Ellis	St. Helens	Lambretta 200cc L.C.G.B.
103 Graham Whittaker	Kettering	Lambretta 200cc R.S. Racing
138 Mark Thurland	Pontefract	
*** Michael Daly		

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Sun 31 May	Colchester	Arts Centre
Thu 04 June	Basingstoke	The Anvil
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Tue 16 June Dublin, Whelans
Thu 18 June Northampton, Roadmender
Fri 19 June Nottingham, The Level
Sun 21 June Wakefield, Warehouse 23
Tue 23 June Margate, Dreamland
Wed 24 June Sheffield, Leadmill
Thu 25 June Newcastle, Riverside
Wed 01 July Harpenden, Public Halls
Thu 02 July London, Electric Ballroom
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FRI 27 EDINBURGH, LA BELLE ANGELE
SAT 28 GLASGOW, ST. LUKES

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SAT 04 DARTFORD, THE MICK JAGGER CENTRE
FRI 17 CARDIFF, PORTLAND HOUSE
SAT 18 SHEFFIELD, FOUNDRY
FRI 24 COLCHESTER, ARTS CENTRE
SAT 25 BRIGHTON, CONCORDE 2

MAY 2020

FRI 01 MILTON KEYNES, MK11

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SAT 10 LEEDS, BRUDENELL SOCIAL CLUB
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THU 22 LIVERPOOL, THE CAVERN
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SAT 14 SOUTHEND, CHINNERY'S
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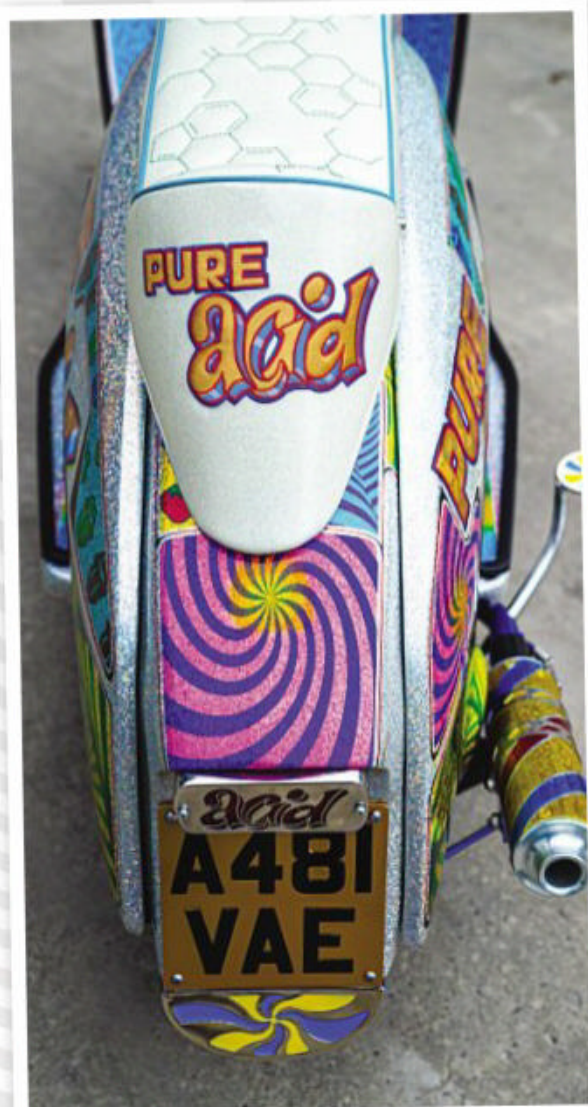


In 2014 Richard Coveney advertised a GP frame and body panels in primer for sale on social media. The price also included a spray job of the buyer's choice, which Richard would complete. Having seen the advertisement, Rick Sheppard bought the scooter and opted for an orange and silver metalflake AF Rayspeed S-Type paint job. The scooter was then built by Paul at Oiltek and was fitted with a TS1 engine. Rick covered around 40,000 miles on the scooter, and credit to Paul's engineering and Richard's paintwork the scooter ran and looked in tip-top condition for several years. However, in the summer of 2018 Rick decided that he wanted to make some changes.

Sparkle

Having spoken with Richard, Rick and his partner Jill went down to Leicester to discuss paint options with Richard and his partner Janine. "It was a lovely sunny day, we were in the back garden and I showed Rick and Jill the Lil Daddy Roth flake chart. We all looked through it and we just couldn't get away from the Window Pane – Trippin' Random Cut metalflake, it looked amazing," explained Richard. Rick is a particularly fond of gin and his original idea was to complete the scooter with a Bombay Sapphire theme. With the theme agreed, after the initial blasting and preparation processes Richard applied the metalflake, which was then to be supported by blue Kandy.

However, when Richard was flattening back the metalflake, things began to change. "This particular metalflake is called Window Pane – Trippin' Random Cut. The metalflake pieces in it are holographic and as the name suggests they are random in their shape; as a result their sparkle is spectacular and 'Window Pane' is an urban dictionary definition for LSD tabs." Seeing the depth of the sparkle, new ideas started to develop in Richard's mind. "Coupled with the name of the flake and its holographic properties I began to see an alternative, which no longer supported the gin theme but now supported a new one based around LSD and its effects. I could see the paint job in my head; the whole concept was moving to another level. The connections were almost endless and the potential to maximise the paint's effects with multiple colours and effects were beyond belief. My objective for the scooter was for it to be over the top and the LSD theme opened itself right up to that, and possibly more!" smiled Richard.



Craftsmanship

Having realised the potential, Richard called Rick to explain. Rick was over the moon and said, "Yeah, wow! That's brilliant! Crack on; it sounds amazing, forget the gin idea! Let's go with that!"

After getting the initial silver metallflake paintwork completed, the Pure Acid logo was added to each of the side panels. "To complete this I called in the services of a pal of mine who's worked with me on several previous projects, Lewis Williams from Bolton, who's a tattoo artist by trade. Lewis applied the Pure Acid logo in variegated gold leaf and silver leaf, which surrounds the 'Acid' element of the logo, and being a tattoo artist he completed all the work by hand, which adds more character."

While Lewis was taking care of the logo, this gave Richard and Janine more time to get their heads together and start to think in more depth about the paintwork and what effects they could include. "Janine is exceptionally good at planning and organising the paintwork sections. We'd got the logo organised and the plan was to develop the overall theme outwards from the logos. Janine then lined off the

sections of bodywork where the features were going to be, and from there it was all about adding the paint effects and graphics to maximise the look."

Trippin'

Sections of the paint include kaleidoscopic swirls and patterns, which draw in the eye to deliver an inference of a hallucinogenic effect. LSD tab designs then appear all round the scooter, which have been cleverly thought out. The strawberries are particularly amazing, as in each of them every single seed had to be 'weeded-out' from the computer-generated stencil! After that, red and green Kandys were added to give the fruits their stunning effects. Other LSD tab designs include the Rolling Stones' 40 Licks emblem, which reflects the influence the band had in the late 60s psychedelic era. Again the artwork on the 40 Licks tabs is fantastic, and if you look closely you'll see that there's an LSD tab being taken on the tip of each of the 40 Licks tongues! Other supporting LSD designs around the scooter include yin and yangs, purple ohms and little Buddahs.

If you know, you know.



Custom rear light cover.



Strawberry... double-dip.



Candy Can.



“This particular metalflake is called, ‘Window Pane – Trippin’ Random Cut. The metalflake pieces in it are holographic and as the name suggests they are random in their shape; as a result their sparkle is spectacular and ‘Window Pane’ is an urban dictionary definition for LSD tabs.”

Engineering perfection

With the paintwork complete, Richard delivered the frame and bodypanels to Paul at Oiltek. “In its AF Rayspeed form the scooter originally ran on a TS1 engine. However, with the changes I had in mind and considering the mileage I tend to cover I took the opportunity to have the scooter fitted with a Casa SST 265 engine. As well as the engine, Paul’s also fitted the scooter with other trick parts, which include an octopus hub, Cyclone 5-speed gearbox, Casa cooler, ignition and Super-Tourer exhaust.” Rick explained.

During the build, Richard noticed that the plain looking alloy 34mm Dell’Orto carb looked completely out of place; having already completed the exhaust end-can in a candy-twist style paint effect something had to be done. As a result, the item was removed and taken back to Richard’s paintshop where it was given a stunning metalflake Tangerine, Apple Red and Pagan Gold Kandy paint job.

Other unique custom one-off themed parts around the scooter were completed by Keith Newman from K2 Customs. To name just a few; they include the headlight grill, horn/cast badge, brake pedal, kick-start, fuel taps, rear brake adjuster and rear light.

The custom one-off seat was completed by Corky and looks amazing. The molecular stitching on top of the seat looks fantastic and links with the areas of paint on the scooter which have a similar effect.



"To complete this I called in the services of a pal of mine who's worked with me on several previous projects, Lewis Williams from Bolton who's a Tattoo artist by trade. Lewis applied the Pure Acid logo in variegated gold leaf and silver leaf, which surrounds the 'Acid' element of the logo, and being a tattoo artist he completed all the work by hand, which adds more character."



Engine mount brace

SCOOTER SPEC

Name of scooter & reason: Pure Acid. To go the whole hog.
Scooter model: GP200.
Date purchased & cost: Bought in 2014 as the frame and bodypanels from Richard Coveney. There was no engine in the scooter, but the purchase included a full spray job from Richard.

Inspiration for project: I wanted it to be busy and loud. I let Richard flow with the subject and he did. I got more than I thought I would get!!!

Time to build & by who: I started to discuss the idea with Richard in the summer of 2018. Richard started the paint in June 2019 and it went to Paul at Oiltek in November. It was completed early in 2020.

Any specialised parts or mods: Frame welded and strengthened to support the Casa SST 265 engine and power, ceramic coated expansion pipe, K2 Customs one-off items, custom seat by Corky.

Engine spec

Kit & Case: Casa SST 265

Carb: 34mil Dellorto

Exhaust: Casa Super Tourer

Clutch: Powermaster

Gearbox: 5-speed Cyclone

Describe engine performance and scooter handling: Amazing!

Top speed & cruising speed: 90mph & 70 – 75mph respectively.

Paintwork by: Richard and Janine at Riding Dirty Customs.

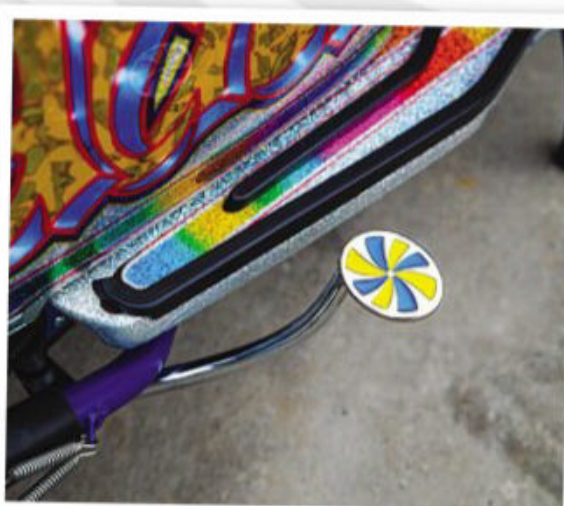
Overall cost of work and components: I wouldn't dare add it up. But like we tell our wives and girlfriends; "It's £1 for each part!"

Tech tip or advice for anyone starting a project: Make sure you complete a comprehensive dry build first! There's always little discrepancies. This bike was developed from an existing bike but even so a lot of the bits were slightly different.

Thanks to: Richard and Janine from Riding Dirty Customs for the paint, Paul at Oiltek for the build, tank and engineering, Keith Newman at K2 Customs for the custom one-off themed parts and Corky for the custom themed seat.



40 licks



Unique

Rick is no stranger to high-end custom scooters and he knows the competition is tough. It's true, we all enjoy seeing the superb engraving, chrome and intricate murals on custom scooters, and that will never change. But Rick's decision to go down the no-holes-barred paintwork route, supported by amazing engineering gives

this scooter a unique feel, and it works. Pure Acid is an exciting and intoxicating scooter, which delivers unadulterated indulgence; to achieve this Rick called in the tried, tested and trusted talents of experts he's worked with in the past; who in turn have pushed the boundaries and have delivered incredible results... Could this scooter now be the start of a new genre

of custom scooters called 'Power, performance and paint'? Who knows? But no matter what you may think; but if this scooter inspires others to follow along a similar route, then I have no doubt that we will see even more exciting times ahead in our already fantastic custom scooter scene.

Words: Stu Smith

Photos: Gary Chapman

OWNER DETAILS

Name: Rick Sheppard

Job: Project Manager (Building Company)

Scooter club & town: Ilkeston Britannia S.C (Nottingham) & L.C.G.B

First interest in scooters: When I was 14 and went to the Isle of Wight on a coach trip with my grandma. When we got there the I.o.W scooter rally was on and the only coach on the ferry was ours. All the rest of the room was taken up by scooters and it started from there.

First scooter: A GP200 bought in bits for £14.50 in boxes when I was 14 after I'd been to the I.o.W. It was a fair bit of money in those days!!!

Favourite scooter model: I like all Lambrettas. I have a series 1, 2 and a GP.

Favourite style of custom scooter: Full fame and full bodywork.

First ever rally: I.o.W when I was 14; by accident!!!

How did you get there: By coach from Rotherham with my grandma!

Any funny stories: The furthest I've ever ridden in one day was 580 miles (Exmouth and back) to sign on at an L.C.G.B event in 2017. Believe me, I had a sore bum!

Favourite rally: Germany – Euro Lambretta

Least favourite rally: Morecambe

Funniest experience involving scooters: Back in the 80s breaking down nearly everywhere where you went because you'd done your own mechanics!

Furthest you've ever ridden on a scooter: Germany, approximately 1,500 miles.

What do you like about rallies: I love the people and the atmosphere. I'm looking forward to seeing more of a younger element joining the scene and I would welcome any younger scootest or potential younger scooterists who are thinking of coming along not to hold back and join us. They will be met with a warm welcome

Favourite custom scooter of all time:

Unforgettable Fire – Ty Lawler

Your most recommended scooter part or related item: Good quality riding gear. Boots, jacket, gloves and helmet.

Most useless part you've ever bought for a scooter: eBay parts!

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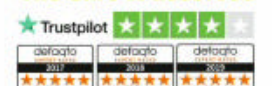
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The greenhouse effect

At some point, most blokes desire a 'man-cave'... but although I pleaded with my parents, all I got was a 'man greenhouse'.

The dream of owning a scooter had been burning inside me for years and my parents took a pretty philosophical approach when it came to purchasing one. My elder brother was allowed to have a Yamaha FS1E (aka 'Fizzy') when he was 16. So they accepted that I would want something with two wheels when I reached the same age. For me, though, it wasn't Japan's answer to getting teenagers on the road... I wanted Italy's finest, the Lambretta. I was working and bringing in a wage, so as long as I could afford to pay for it myself then there was no problem.

My first purchase was an old LI150 Special Pacemaker. It came from a shop that seemed to be a graveyard for discarded Lambrettas left over from the glory days. It didn't run, which was hardly surprising as it hadn't turned a wheel in almost 20 years. It was complete, but perhaps not in the best-looking state, to be honest... it was a real rust bucket. Having taken the bus to the shop it was a free lift home with the Lambretta in the back of their pick-up. There was no charge for delivery, probably because they were celebrating getting rid of another pile of junk, and at the same time, parting a clueless teenager from £35 of his hard-earned wages. Having dropped it off at the bottom of our drive, the old Datsun pick-up sped off into the distance as quickly as it possibly could.

I was now left with the task of getting my new pride and joy round the back of the house – not helped by the fact the tyres which were once round had given up the ghost. Devoid of air for decades, the only option was to drag the thing along, the uphill drive not helping the situation. My battle hadn't gone unnoticed by my mother, who promptly told me to return "that thing" as she

called it, back to the person who had given it to me. When I explained that money had been exchanged she blew her top, ranting on about what my father would say when he found out about it. When he did find out, thankfully it was a simple shrug of the shoulders as he said: "Let him learn about how it works, better than being on the streets at night."

That was it, I had the official seal of approval and the Lambretta had staved off execution... it was here to stay. And stay it did, on the patio, much to the annoyance of my mother, who thought it lowered the tone. She didn't know what was coming next either as my Lambretta Empire grew. To her horror, she came

“ I had asked if I could put the Lambrettas in his shed, my mother always standing behind me nodding in agreement. The pleas fell on deaf ears and the situation only worsened. ”

back from a shopping trip to find not one but two of the things clogging up the once idyllic outdoor relaxation area. My explanation was simply that I needed another one to make the first one I bought work properly. Somehow she believed me but her newly inherited scrapyard had to go. I was in full agreement, after all, there was only so much rusty metal and oil over the patio slabs one could put up with.

My first solution was to cover them over with a huge sheet of black polythene, anchored down with as many bricks as possible to try and stop the noise of it flapping in the wind. It was only ever a temporary measure just to stave off the inevitable. If it was pissing down then I couldn't do any work on them, praying for a sunny day which

only happened every now and then. Something had to give, and soon – but there seemed no answer to this logistical nightmare. We had a huge shed up the back garden but it was my father's domain. A keen woodturner, it was his kingdom which no one dare encroach.

I had asked if I could put the Lambrettas in his shed, my mother always standing behind me nodding in agreement. The pleas fell on deaf ears and the situation only worsened. Until one day he had a 'eureka moment' and said "What about the greenhouse?" It was quite big, and waterproof, so began to sound appealing. It had been abandoned for years, just full of plant pots and the discarded remains of some old tomato plants. There was other rubbish in there, mainly memories of our childhood days, which was long overdue a trip to the local tip.

Without hesitation I moved straight in, clearing it out in an instant. Quietly I think my father was glad the place was finally being sorted without him having to do it. Though it was hidden up the top of the garden it had become a bit of an

eyesore. Once emptied we bought some plywood and lined it all the way around, sort of like a half shed, half glasshouse. The old potting table was given the same treatment and I now had somewhere to work on my engines. It pleased all parties; my mother got her patio back and my father his shed unscathed. For me, there were a few issues but I learned to live with them. In summer, even on a cool day, the temperature was knocking on to 100 degrees whereas in winter totally the opposite, as its lack of insulation sent the thermometer below zero. When it rained the noise on the glass roof amplified louder. They were small things to put up with, as I could finally work on my Lambrettas in peace. It was my very first man cave, well... 'man greenhouse'.

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★ STAR LETTER ★

Vespa TX purchase

I thoroughly enjoyed your feature on the Vespa TX, so much so that I bought one! I get the magazine each month and, while certain things may not appeal to certain people's preferences, on the whole it's a great mag. But (you knew it was coming) there are loads of features for building Lambretta engines, but by comparison very few on Vespa engines, tips on identifying if parts are worn, etc. Any chance of such articles in future?

Paul Baron

*Hi Paul,
Thanks for the letter, and glad you are enjoying your TX. As for tech articles, in simple terms... yes, more Vespa-related articles are currently under construction.*

Regards

Dan

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Where are my old club pals now?

Hi Dan,

I just had a casual Facebook glimpse of the Surbiton Scooter Club website and saw my name mentioned in a letter you published from Jack Street. An amazing chap. In the mid-1960s he was trying to find a partner to join him in a second Bond Mini car in a River Thames expedition. The intention was to make them watertight and row them up the river! I don't think he had any takers for that idea. He also mentions an American magazine Scoutourist with which I was the UK contributor. All of my copies were lost along the years and it's amazing to see there's at least one copy still in existence. Interest in the US in scooters came and went very quickly and the publication from Daly City did not last very long. Although in 1970 I was in New York and was surprised to see several being ridden by 'the cops' on patrol! I lost touch with Jack many years ago along with all my old friends from Surbiton Scooter Club; I do wonder what has happened to them down the years. Before that I was also a member of the Weybridge Eagles (Lambretta Club).

By mid-1966, with my September '63 TV 200 already history, I also departed from the team attempting a world speed record on the under-250cc motorcycle with a donated TV 200 (I was the oily rag bloke) but it was a fun six or so years. I would always be pleased to hear from any of the old club members. You have my email address and I do not mind that being published. I don't suggest Facebook in my case – I leave that to the really computer-savvy people!

David Lloyd - email: bladezz82@gmail.com

A ripping read!

Hi Dan,

On a recent visit to Newark Showground for the classic bike and scooter show, I came across your stall. On speaking to one of your lovely ladies, I was kindly given December's issue, as I had explained mine had been chewed up when posted... by my bulldog! Keep up the good work, any chance for more on stripdown and rebuilds

for novices? Again thanks for the replacement magazine.

Best regards

Martin Bowman - Oldham

Hi Martin,

Glad the ladies on the stand at Newark were able to help, and yes... more tech articles are imminent.

Regards

Dan

Torbay Mods

Here is a picture of my new Lambretta V125 Special with extras that I've had fitted. I know it's not everybody's cuppa but every time I pull up somewhere people remark what a nice-looking scooter it is and it's the best fun to ride 125 I've ridden. It handles like a dream and tops 65mph so for a 125 I think that's pretty good. I run the Torbay Mods Scooter Club here in South Devon and many members

have retro auto scooters like the Royal Alloy, Scomadi and Milano. Most of them also have a classic Lambretta or Vespa but it seems to make sense to have both, if you can afford it of course. I wonder if your magazine reflects the whole of the scootering scene at the moment as I don't see much coverage of the new autos that we're seeing a lot of in our club?

Kind regards

**Paul Savin - chairman and co-founder
Torbay Mods Scooter Club**



Rotary and scooterists working together

The charity rally that ran from 2013 to 2016 at Blakemere Village in Cheshire is to return to the calendar in 2020. Organised by the Rotary Club of Northwich Vale Royal, the event raised more than £52,000 for various charities including North West Air Ambulance, Teenage Cancer Trust, Macmillan Cancer Support, the RNLI and The Children's Society to name but a few. The rally was forced to close after Blakemere Village applied for planning permission for housing; they were fantastic hosts and were sad to see the demise of the annual event.

Since 2016 a search has been on to find a suitable site not too far away, and that search has ended in success! The new venue is Lady Heyes Holiday Park near Frodsham in Cheshire, just a few miles down the road from the rally's first home and only 15 minutes from the M56 motorway. The rally will be held on Friday and Saturday, May 1 and 2, 2020 and will continue to be known as The Mid Cheshire Charity Scooter Rally & Beer Festival. However, the event will be organised by the local Rotary Club of Frodsham & Helsby. Tim Henshall, whose idea it was originally, has moved to the club to head the organising team. Tim intends to continue with the theme of the festival

being one of the most family-friendly events in the scooter calendar. Lady Heyes offers great facilities, a large caravan and motorhome site, a well located camping field next to the showground and for those looking for a treat, 36 glamping pods each with their own hot tub. There are two shower blocks, one for the ladies and one for the lads, a play barn for the little ones and a large club house serving food and drinks.

The Rotary Club will continue to provide a good array of beers, ales and ciders at sensible prices, and a wide choice of food outlets in the showground itself. Saturday will have its usual scooter show and trade stands and the organisers will be reviving the Michelin Cup tug o' war and you can also win one of the new Royal Alloy Tigara Grande 300 on the roll-a-dice competition that always proves so popular. Ska Wars, who performed at the inaugural event in 2013, will appear on Friday night, The Godfathers of Soul on Saturday afternoon and after proving so popular at Southport and Weston-super-Mare, headlining on Saturday will be Marquis Drive. Unfortunately the rally has lost its original domain name for its website but the new website address is www.heartfest.co.uk

Tim Henshall



Derek Irvin outside Graceland with his trusty magazine.



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DATA: Protection of your personal data is important to Mortons. Your data will be stored securely and only be used for the purpose of processing the competition and notifying the winners. Data will then be destroyed.



Terry Baker sent these in of his scoots. The first photo is of his Lammy SX200, taken in 1972. The second photo is of his present day scoots: a Vespa PX125 and a Royal Alloy GP125.



Phil Berrisford's daughter, Daisy, on his 2014 PX.



Lena Gardiner's son, Keiran (aged 10), who is part of the Mini Mods SC, on his dad's Scomadi.



Eamonn Stanley's 1970 Lambretta GP125 DL, which was bought for him by his wife Amanda as a wedding present in July 2016.



Wayne Chown's 1999 Vespa PX125 and his dad's 2015 Yamaha YBR125.



Alan Stevenette and Gordon Milligan's T5 Classics enjoying the sunshine at Portpatrick.



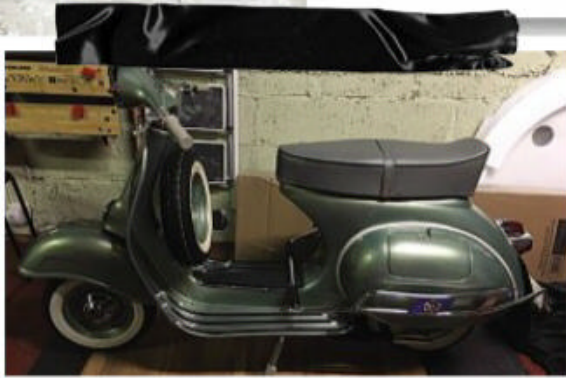
Wayne Barnaby's two Lambrettas: his old Series 3 and his new V125 Special.



Tony Card sent this in of his twin and their brother on their scooters. Left to right: Andy (brother), Tony, Steve (twin).



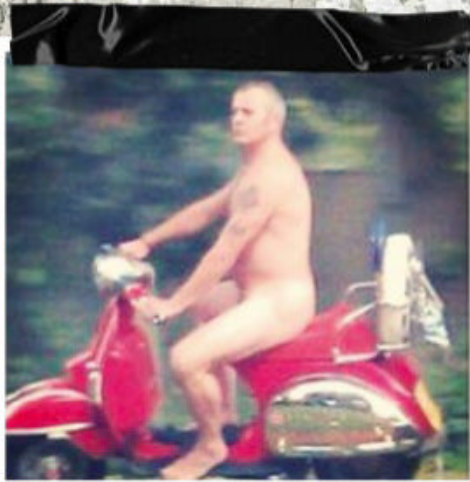
Quentin 'Sauce' Saupin's Polini 130 reed valve Primavera and Gary Freeman's Millennium T5 172 en route to the Box Hill Rideout.



Chris Matthews' 1960 Vespa VBB, which has been restored over four years.



Alan Titchmarsh out with Terry Barnes and Ian Hall at Cowes, Isle of Wight. Sent in by Linda Hall.



Phil Watson's P200D having a cheeky run out in the garden.



Michael Smith's Lambretta TS1 225, fully restored over four years.

Show us your Scoots



Marc Ray sent this in of his Vespa 100 Sport with Gerrard Ling sitting on it.



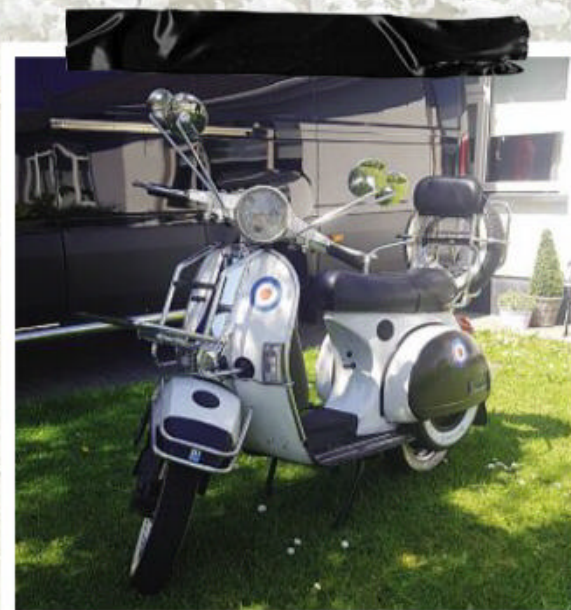
Richard Hadfield of Mutts Nuts SC riding in the Scoot De Hospice.



Sent in by Pete Regan.



Simon Varela's Royal Alloy 125 GP AC with a Paul Weller and The Jam theme. It has been upgraded with a Tasso exhaust system, Ram air pod filter and Dr Pulley 12gms sliders.



Joe Savage's 1984 Vespa PX125.



Ian Robinson's 1979 Lambretta GP200, taken at sundown, Blakeney Quay, north Norfolk.



Gary's Italian GP250 in full Bertie's Paint Shop livery.



Keith Chalmers' Vespa PX125, taken at Brewdog HQ, Ellon, Aberdeenshire.



Max Hall on her first Lammy.



South Birmingham Scooter Club at Bayeux WWII War Memorial. Sent in by Jonathan Maddocks.



Sent in by Lindsay Merrett.



Kevin Barritt's daughter Charlotte nicked his GP for her wedding.



Steve Mills' 125 GTS.



Graham Roper's Vespa Sprint 150 overlooking Cham, Bavaria on the way back from Graz, Austria.



Emily, Bethany and Ethan with Grandad's Series 2. Sent in by Stephen Smith.



Eastleigh Spitfires, Normandy. Sent in by Michael Brown.



Super cool Noah on Grandad's PX. Sent in by Darren Thompson.

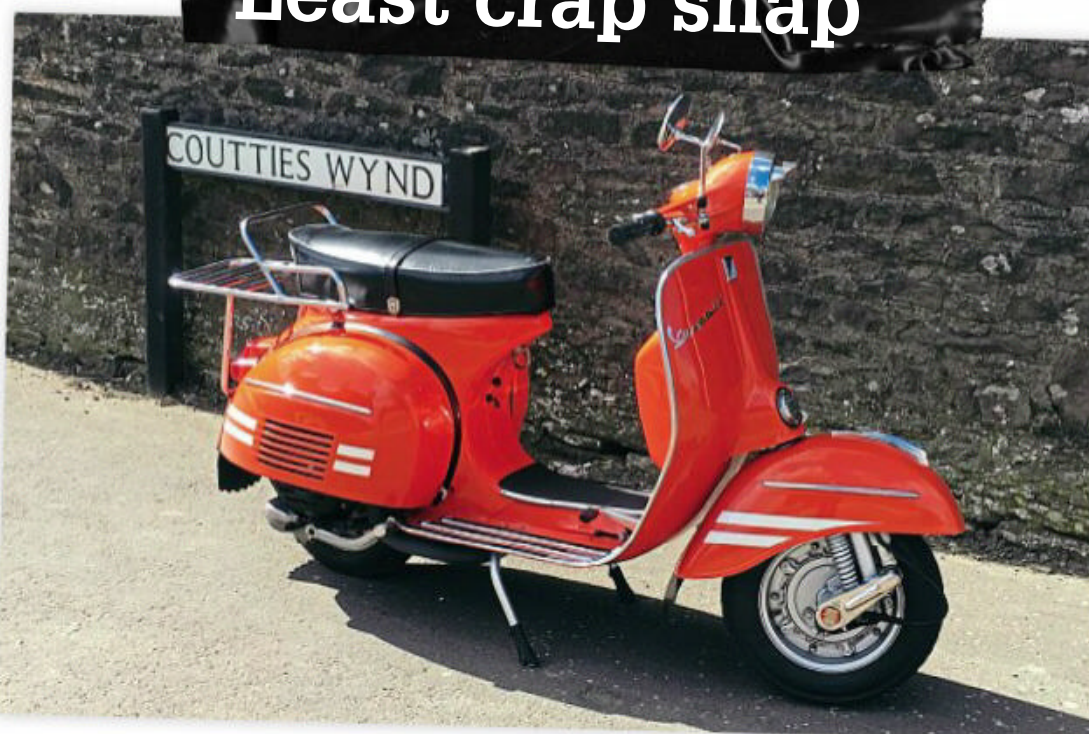


East Birmingham Scooter Alliance on tour in Northern Ireland. Sent in by Gavin Ward.



John and Nick with a 1957 LD150, in memory of Norman Lockwood. Sent in by Dawn Curtis.

Least crap snap



THIS MONTH'S WINNER: Duncan (Roondie) Couttie's (A92 Vespa Club Dundee & Angus) 1967 Motospa GS, which was taken at his namesake location, Coutties Wynd.

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CURTAIN RAISER: SCOOTER WORLD 2020

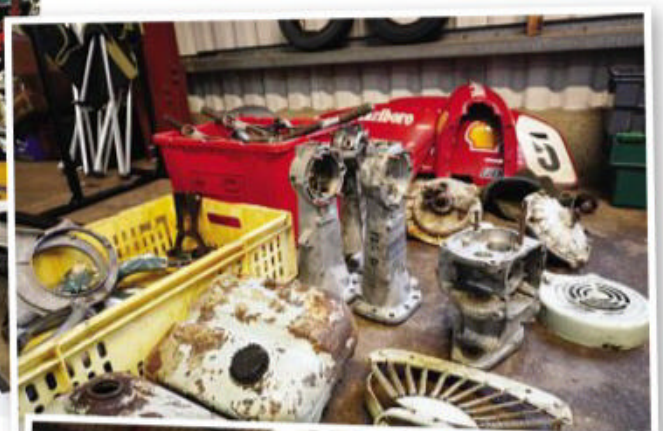
It's the first show of the season and, as Stan discovered, Scooter World always brings out the best of British scootering.

There's always a hint of turkey curry in the air at the Carole Nash Winter Classic. Held on the first full weekend after Christmas at the Newark Showground in Nottinghamshire, this annual event represents the first opportunity to shake off the excesses of Christmas and start looking forward to the coming season. For me, Newark marks the end of just saying 'happy new year' and the start of actually planning for 2020, which always puts a smile on my face.

Held as part of a much larger motorcycle show, this year's Scooter World



featured scooters from across the region and further afield. Arguably the show's highlight was a display of machines, both



old and new, from the stable of Dave Dickinson. In keeping with the show's spirit, Dave's display showcased work beyond his scooter portfolio to include a gorgeous custom Harley and a wonderfully restored Honda 250. Club displays featured an array of

"One of the main attractions, for me at least, is the opportunity to speak with some of scootering's big names... email is fine but there's nothing like being able to look someone in the eye and ask about their offerings. This year Chiselspeed, K2 Customs, Oiltek and VE all had a very visible presence and who can ever get bored of chatting with Norrie Kerr!"



Plenty of opportunity to rummage.



Quattrini 210, pizza delivery on time...



Newark has its share of special projects



well-ridden machines together with the unveiling of several customs, more of which will be seen in *Scootering* over the coming months.

One of the main attractions, for me at least, is the opportunity to speak with some of scootering's big names... email is fine but there's nothing like being able to look someone in the eye and ask about their offerings. This year Chiselspeed, K2 Customs, Oiltek and VE all had a very visible presence and who can ever get bored of chatting with Norrie Kerr!

Elsewhere traders offered everything from clothing to used spares through tools and club memberships. Those passing by motorcycle bric-a-brac were in danger of missing some bargains. Traders need to know what an item is to value it properly and there were some definite bargains for those prepared to pick through the seemingly endless array of crates and



You wait all year for a 90SS and then...



For sale!



A highlight is hearing unusual engines run up, tuned scooters included.



SHOW RESULTS

Best In Show: A Way of Life, Vespa Sidecar Combination
Best Display: Generation Scooter Club
Best New Build Custom: Grey Lambretta, FFH 117H
Best Old Skool Custom: Top Banana Vespa Chop
Best Lambretta: PVL 219V
Best Vespa: Rally 210, NBB 32L
Best Streetracer: Italjet Dragster, NL52 YVC
Best Original Looking: Lambretta 150d, 649 UYR
Best Engineered: Lambretta Chop, 404 YUN
Best Mod Style: Vespa GS, 479 UXL
Best Rat/Rusto: Lambretta, 587 YUS
Special Award: Raleigh Roma, 167 AFU



cardboard boxes. It's true to say that one day isn't really enough but, with the wind chill taking temperatures close to freezing, I'd every admiration for those who'd chosen to camp.

It's a common criticism that many shows feature the same machines and that trophies tend to be recycled among a select number of participants. I'm not entirely convinced that's the case but for anyone seeking something different, Scooter World offers that choice. It's one of the few events I know of that shares space between the ever-popular LCGB and VCB together with smaller clubs such as the Maico Owners Club. It really is a one-of-a-kind event and if you've never made the effort, get next year's event pencilled in your diary now.

Words: Stan

Images: Gary Chapman/Stan



Nostalgia comes in many small packages.





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Band of brothers.

Torn Apart

A tribute scooter developed with true emotion; completed by a band of brothers, in honour of the memory of a dear friend whose legacy will always live on...

Mav explained that Ian 'Hobbo' Hobbs (who was the former club No.1 of Telford Tigers SC in the 80s) tragically took his own life in May 2019; and now with the help and support of some close friends and club members the scooter has been transformed into a tribute to Hobbo's memory.

The name Torn Apart came about as a result of Hobbo's love of the band Joy Division and one of his favourite songs was Love Will Tear Us Apart. The colour of the scooter is close to that of Hobbo's first Vespa, Fiat Celeste blue. "It also carries

“ If this scooter starts a conversation that leads to a further conversation about men's mental health issues and raises a grain of awareness, then maybe someone else's friend, father, uncle or brother can turn the corner. ”

the No.1 legend on the leg shields as a nod to his role in the club and his place in our hearts," Mav smiled. All the lettering is in 23 carat gold flake and the club patch is faithfully recreated on the tank. Mav and Hobbo screen-printed the original patches themselves in the early 80s and the original one was used for the template on the scooter.

Paint and portraits

When Mav was deciding what would be the best way to proceed with the paintwork for the project, he started to research airbrush artists whose speciality was the ability to create lifelike portraits.

During his research he came across a review of Dave Addis. On seeing Dave's amazing work of a Breaking Bad portrait Mav knew immediately that he was the man for the job. "I contacted him and together we came up with a plan about how we would proceed with paint and artwork." Mav explained that from day one Dave 'got' the project, and fully understood the fact that it was a memorial build. He gave sympathetic input to the plans and completed the job with the respect it deserved. The mural of Hobbo was chosen from a picture of him, which was adapted to show him in the colours of Wolves, his team. "The only pictures of him in recent times were taken on various people's phones and were not of the best quality! So again, testament to the ability of Dave."

Teamwork

Craig Shenton, who was involved in the build of Death Proof, came up with the idea for the back light and number plate. Craig's brother, Kirk, then made the number plate out of brass on a black background to echo the colours of Wolves and Craig's mate, Mick Hill – who's described as a 'metal work

SCOOTER SPECIFICATIONS

Name of scooter & reason: Torn Apart, a take on Joy Division's Love Will Tear Us Apart, which was one of Hobbo's favourite tracks.

What other themes did you consider: I was deciding on the best way to proceed with re-doing Death Proof, when sadly Hobbo passed away. Building a tribute to him seemed like a good way to honour his memory.

Scooter model: PX125.

Date purchased & cost: Donated free of charge by Andy Lamb in March 2015 so that I could build Death Proof.

Inspiration for project and theme: Ian Keith Hobbs RIP.

Time to build & by who: Three days once back from paint, it was with the sprayer for a couple of months. Built by Mick Ford and Craig Shenton.

Any specialised frame mods: All frame fabrications carried out by Mick Hill.

Engine spec

Kit: DR 180.

Crank: Standard.

Carb: 24mm Dell'Orto.

Exhaust: SIP Road 2.

Clutch: PX 7 spring.

Gearbox: Standard.

Describe engine performance, power delivery and scooter handling:

Adequate for my needs and handles really well due to the low sitting position.

Is the scooter reliable: 100%

Paintwork & murals done by:

Dave Addis

Hardest part of the project: Dealing with the emotions of paying tribute to Hobbo!

Advice or tech tips for anyone starting a project: Get yourself a really good fabricator who shares the vision!

Is there anything still to add to the scooter:

No it's perfect in my eyes. I wouldn't change anything.

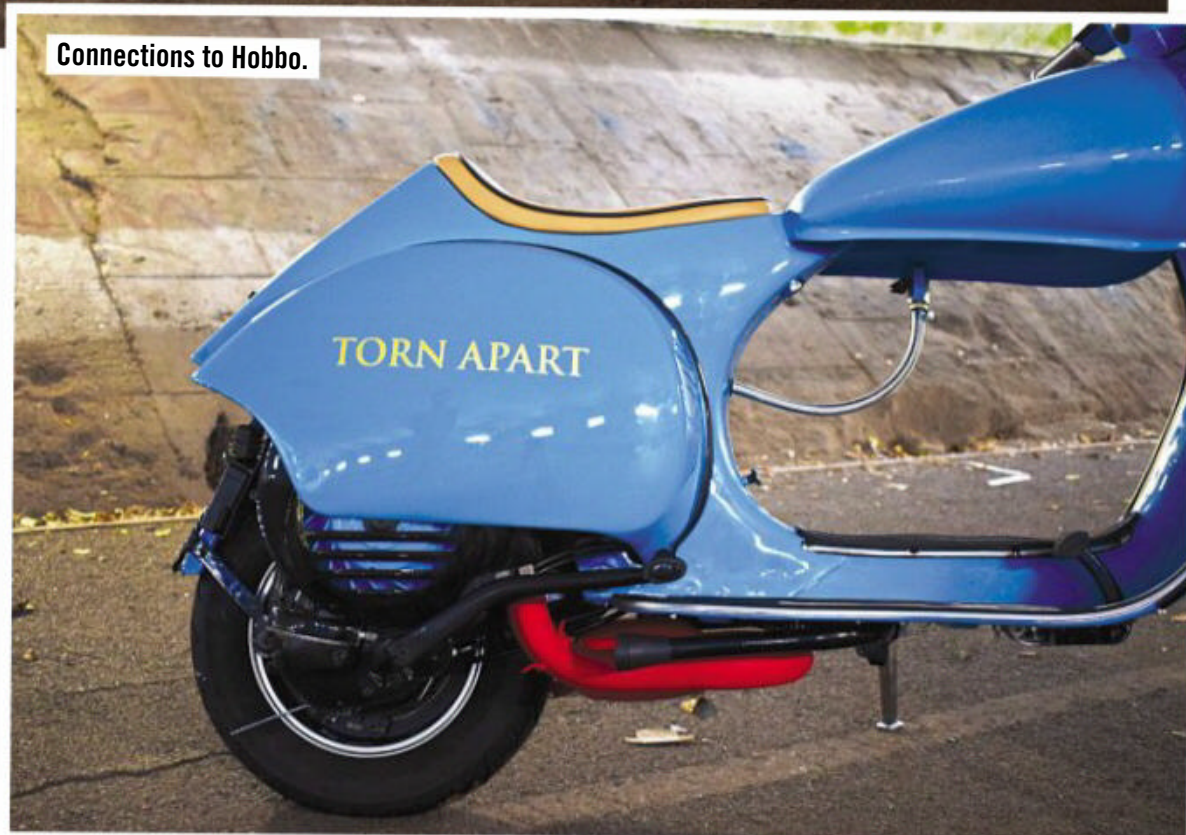
Thanks to: Craig Shenton, Mick Ford, Mick Hill, Andy Lamb and 'Harry'. Dai Payne for backing us with excellent service when we required parts. Niamh Ford for taking the pictures.

Smooth body lines.





Urban feel.



Connections to Hobbo.

OWNER DETAILS

Name: Simon 'Maverick' Rickers.

Job: Residential child care worker.

Scooter club & town: Telford Tigers SC.

First interest in scooters: Late 70s, early 80s, the inner sleeve of All Mod Cons!

First scooter: Lambretta Starstream, field bike!

Favourite scooter model: MK1 P200E.

Favourite style of custom scooter: Subtle and well-engineered.

First rally or event: Scarborough – Easter '82.

How did you get there: Pillion with Andy Lamb.

Favourite rally: Bridlington.

Funniest experience with a scooter:

It's been well documented previously, but Mark Darlington and the bus incident is the funniest thing ever I've witnessed on a scooter!

Furthest you've ridden on a scooter: Telford to Fort William.

What do you like about rallies: The relentless banter!

What do you dislike about rallies: I wouldn't lose any sleep if I never see another ska band!

Favourite Scootering magazine feature: Reading about the scooter builds in the custom features.

Your favourite custom scooter of all time: Always loved Revenge.

Recommend one scooter part: SIP tubeless rims.

Most useless part you've bought: A Pinasco boost bottle! Still have no idea what it did!

magician' – took care of the frame fabrications. A lot of the original aspects of Death Proof remain, however the rear has been remoulded to make it look a lot cleaner and less cluttered. Also floor runners were added in preference to the checker plate which it was originally fitted with. Once the fabrications of the rear of the scooter and the various unwanted holes had been welded up by Mick, the scooter and body panels were sent to Dave Addis for painting.

Rebuild

On September 30, 2019 the scooter was collected from Dave's workshop, which, all being well, would give the team enough time to rebuild it in Mick Ford's shed ready for its first official outing; the 2019 Southport custom show. The existing engine set-up remains the same, a DR 180 kit with a

Zeus CDI unit, a 24mm carb jetted to suit and a SIP Road 2 exhaust, which has been painted red and adds to the look of the scooter. The engine was also painted by Craig with another mate of his taking care of powder coating the forks and the rear hugger mount.

Mav explained that rebuilding the scooter was probably one of the most emotional parts of the project. "I'm not sure how to explain this exactly, but as the portrait of Hobbo is so lifelike, and as the scooter was coming together, it started to take on a whole new meaning; it felt real, if that makes sense?"

Completion

With Craig, Mick Hill and Mick Ford taking on the fabrications and the build for Mav, the production and development of this scooter has been a true team effort. Also Andy Lamb was once again very generous and chipped in



with a financial donation as did 'Harry', another club member. By mid-October, and with a couple of minor matters completed to bring the scooter together, the scooter was finally finished.

Before showing the scooter in the Southport National Rally custom show, the team's first priority was to take it over to Hobbo's family and officially unveil it to them. "Once we'd shown it to Hobbo's family we entered it into the custom show where it won Runner-Up Best Custom Engineered Scooter. It was a proud day for us all. It was also a fitting tribute to the time, effort and teamwork that everyone's put into developing this project; and of course to the memory of our very close friend, Hobbo," Mav smiled.

Mav continued: "Throughout the process it's been well worth the effort and the emotions. If this scooter starts a conversation that leads to a further conversation about men's mental health issues and raises a grain of awareness, then maybe someone else's friend, father, uncle or brother can turn the corner."

Words: Stu Smith

Photos: Niamh Ford



Hobbo's brother-in-law Tim Jones and his sister, Julie Jones.



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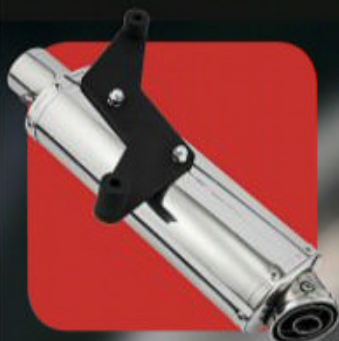
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From 'Hot Pearl Snatch' to a 'Fen Girl'...

Ready for the road.

Terry Vine's first interest in scooters began in the early 90s after being taken on rallies by his dad's mate, John Joel of the London Vikings SC, on his PX200E. John was a larger than life character and the camaraderie and banter of these early rallies led Terry not to take himself too seriously.

When Terry reached 16 years of age he'd collected almost every scooterist publication since he was 10 years old, and was itching to have his own scooter. "My mum and dad bought me a Vespa PK 50 XL but they told me they'd got me an automatic moped for my

birthday. However, at my party I heard the unmistakable sound of the Vespa being ridden into our garden, and surrounded by my mates from school; me, the tough-looking skinhead, cried like a baby, much to the enjoyment of everyone there!"

Fast forward 20 years and after attending many rallies in cars and by

other means Terry finally came across Hot Pearl Snatch in Mel Day's (aka The Doctor) garage collecting dust, and after negotiating a deal to pay on 'finance' the chop was his. "I'd never been so ready to ride the scooter to every rally I could get to. My first rally was the Sid James SC's 10th anniversary rally. I set off at 5am on my own to complete the 171-mile ride

"It was time for me to make the scooter my own. Drops had always been on my mind, and so for me there was no better place to start."



1959 S1 origins.



'Gimme Six' headset.



armed only with the directions given to me by my best mate, Richard 'Rat' Thorpe. As I entered the gate I was eager to find out if anyone had beaten me for the furthest travelled. I was horrified when I was told that a GTS had beaten me; I wasn't happy, but a year later I met the couple who won the award and we're now very good friends."

LCOC

Terry's journey as a full-blown scooterist had begun and he wasted no time in joining the Lambretta Chopper Owners' Club. "For obvious reasons the LCOC was the first club I joined. They're a fantastic club with a wealth of knowledge and great characters in the mix; they are always available for advice and have helped me out massively over the past few years. A few people believe that chops are not fit

OWNER DETAILS

Name: Terry Vine.

Job: Bricklayer.

Scooter club & town: Flatlanders SC, March, Cambs. LCOC IRSC.

First interest in scooters: As a young skinhead back in the early 90s being taken on rallies by my dad's mate who was such a massive influence on my life (John Joel).

First scooter: Vespa PK 50 XL.

Favourite scooter model: Lambretta TV175.

Favourite style of custom scooter: Lambretta chopper without a doubt.

First rally or event: Great Yarmouth 1990.

How did you get there: On the back of John Joel's (London Vikings SC) PX200E.

Favourite and worst rally: Jackass/Ride the Line are my favourite rallies; crazy fun! Don't really have any bad rallies as it's what you make of it and I love the life I live. (However riding home from Whitby 2018 was soul destroying: six hours of torrential rain on a chop in high winds is not funny.)

Furthest you've ridden on a scooter: I rode to Aviemore on my chop 520 miles each way for a weekend on the lash. Had the best time; really great rally and a great bunch.

What do you like about rallies: Arriving. Making memories. Learning new skills from other seasoned scooterists. The music and looking the bollocks.

What do you dislike about rallies: Gravelled entrances. Shitty mechanics. Lack of camping. Scooters being dragged out of vans 10 miles from the rally. People posting their 100s of miles they've travelled on a GTS/Scomadi/RA together with the furthest travelled trophy.

Favourite Scootering magazine feature: Scooterboy Tales.

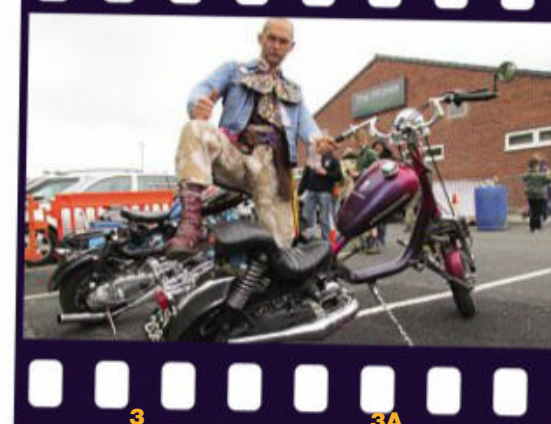
Favourite custom scooter of all time: Patriot.

If you had to recommend one item, what would it be: Pin lock insert.

Most useless part you've bought: I've got wise over the years on how to spot crap parts on the internet, but before I was I managed to purchase a plastic rear light that was advertised as metal (look). Doh!



1. Best Oddity/Chopper, Skegness 2019
2. Clocking up the miles
3. Phoenix Nights 2017
4. Hot Pearl Snatch in the early days



for long journeys and should only be brought out for short periods; like custom shows etc. I cover around 4000 miles every season on my chop and I've won most outstanding LCOC member two years running. I absolutely love riding long distances; the further the better, especially to rallies and to parts of the world I've never seen before. You should see the look on people's faces when they find out that I've ridden several hundred miles to get to the venue on my chop."

Chops 'n' drops

After riding his scooter into the ground Terry began to think of ways that he could make it his own and put his own stamp on it. "First I had an idea of putting a Series 1 headset on it; as it was originally just that, a 1959 LI series 1. On scouring the selling pages I found a set of Series 1

drops for sale. I had a look at a few photos of them on a full frame and then I came up with the ludicrous idea that they would look really cool on my chop! I didn't have the time to complete all the work required myself, so I handed them over to Cambridge Lambretta who did an amazing job. However, when I tried to put them on to my scooter they didn't fit because it had a Series 3 stem! I probably could have ground the stem down but looking at it together I thought better of it; basically they looked awful so it was back to the drawing board! But drops were never far from my mind as I knew they would make an interesting change to the whole appearance of the scooter."

Investigation

Over the winter, and as part of Terry's plan to develop his own personal touches to the scooter, he completed some extensive research. "As luck would have it, I discovered the complete history of the scooter. I couldn't believe my luck! I looked at all the photos I could to try and find out what had been done to it over the years. I saw that every owner had changed little bits to it, but the basic purple colour had stayed the same throughout, along with the rake, forks and frame. However, with all this said, and as those who know me will vouch, I can't say that it's all been plain sailing over the last four seasons. I have hammered it to breaking point. When I first bought the scooter it had a 175 kit on it, but I wanted something faster so I bought a 200SR small-block kit. Having a non-existent knowledge of anything mechanical I relied on



Club associations.



Rally-going chop.

SCOOTER SPECIFICATIONS

Name of scooter & reason: Fen Girl. Named after the song by the Ouse Valley Singles Club.

Scooter model: 1959 Lambretta S1.

Date purchased & cost: 2016, £2000.

Inspiration for project and theme: After three years of riding it into the ground I thought it was time to put my stamp on it, along with 80s styling and the Flatlanders SC.

Time to build & by who: Original build was completed by Mick Browne. Full engine rebuild by Russ at Lincs Lambrettas.

Any specialised parts: It's a chopper; everything about it is specialised.

Engine spec

Kit: 186 Imola.

Carb: 30mm Dell'Orto.

Exhaust: JL3.

Dyno done by: Lincs Lambrettas.

Describe engine performance, power delivery and scooter handling:

Engine performance has been set for distance, but being a brilliant kit the Imola gives me the power to pass traffic and keep at a steady pace through all weathers. Handling is very good for a chopper, it was very well made and it's a testament to the original builder for its longevity.

Top speed & cruising speed:

Top: 75mph. Cruising: 60mph.

Is the scooter reliable: Yes.

Paintwork & murals done by: Wayne Hollis (official Flatlanders SC member)

Hardest part of the project: Running it in!

Advice or tech tips for anyone starting a project: Make friends with people who know what they are doing.

Is there anything still to add to the scoot: SIP speedo. In-board disc hub.

In hindsight, is there anything you would have done differently: No, it's a custom rally-going chop and I'm very happy with how it came together.

Thanks to: It's a long list but I'll start with John Joel and Mark Thompson for igniting my passion for scooters. 'Rat' Thorpe, Jake Aris, Natalie Haime, Tony Day, Al Lennihan, 'Grinner', Paul Wing, LCOC, Kerry and Walter, Wayne Hollis, Mark Valance, the recovery services and everyone else that has helped me make the Flatlanders a club that is here to stay.



Terry, Odin and the chop.



Smooth ride with excellent performance.

Neat paint by Wayne Hollis.

Detailing.

Terry's handy upholstery work.

my mates to strip the engine down. During the process we discovered a bad weld and once the casings were split it immediately crumbled and fell apart, causing my mate to use the technical term, 'It's f***ed'. Not going to be beaten by this crisis, we found a set of 150 Spanish casings to replace the over-worked ones and the rebuild was back on."

Proving ground

The scooter now runs on a 186 Imola kit and after running it in, it was time for Terry to put things to the test and make the 520-mile journey to Aviemore! "I managed it without any problems; I went with three good friends, it was a complete adventure and we had a fantastic weekend."

With the engine work complete, the

scooter was still mainly in its Hot Pearl Snatch appearance form. "It was time for me to make the scooter my own. Drops had always been on my mind, and so for me there was no better place to start. I was kindly donated a set of Series 3 drops by Gav Hockley and I bought some BGM slim dampers, which made riding the scooter even better. For my 40th birthday my girlfriend paid for the spray job, which was completed by one of our club members, Wayne Hollis, and with the addition of the new headset it changed the look of the scooter completely. There are a few other little quirky elements which I've also added; one of them being the six-fingered sidestand, which was made by my mate, 'Rat', and another being the uniquely upholstered seat, which I made myself

from a pair of jeans, beer towels and rally patches! And with all the elements of the build complete it was time to put the scooter back together, which I did with a little help from my friends in my living room!"

Right decisions

In 2019 at the Burton Brewers do, Terry entered Fen Girl into its first custom show. On that occasion it didn't win anything, but that all changed when Terry next entered it into the Skegness scooter rally custom show and it won Best Oddity/Chopper. Terry reflected: "We do it because it never gets boring, it's the life we love and when we do it... we do it well."

Words: Stu Smith and Terry Vine

Photos: Tom Vine

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K2: SECOND TO NONE



He's contributed to almost every prestigious scooter project of the past decade, but as Stan discovered there's more to Keith Newman than 'scooter bling'.

Open any edition of *Scooter* printed in the past decade and chances are that there's at least one example of Keith's craftsmanship.

Among the projects to benefit from his artistry are Stellify, Route 66 and Rattler. However the headquarters of K2, much like Keith himself, could not be more unassuming.

Although he's had a few motorcycles and more than one Messerschmitt three wheeler over the years, Keith's always had a passion for Lambrettas. Part of that attraction is the Lambretta's seemingly



Just one of Keith's creations

endless scope for alteration. It's been called 'the engineer's scooter' and if that's true then Keith is a logical convert. For almost four decades Keith earned his living in engineering, eventually becoming one of Britain's leading experts on magnetics. When Keith decided it was time to shift life into a lower gear he'd already laid the foundations for a second career, this time in bespoke scooter engineering.

Going solo

"Like many scooterists I'd always had a 'big project' burning in the back of my

mind. In my case I wanted to build a Lambretta where every single part had been modified. The result was my GP, 'Animal'. Thankfully it was well-received and when people realised it was my own work orders for parts began to come in. This began as a trickle, then a flood and in 2014 I built my own workshop. Finally, in 2016, 'K2 Customs' became my full time job."

A visit to Keith's workshop is a joy. From the outside it looks like a 1950s country garage with enamel advertising signs adorning the walls and two-stroke oil dispensers waiting for scooters that will never pass by. Inside it's a mixture of the latest technology and old-school machinery. Scooter parts line the walls, while prototypes of components that now grace show winners are scattered on the workbench. Most excitingly there are also glimpses of projects yet to be realised. All of which begs the question, 'How does a commission come to life?'

Building a dream

"It's different for every part," Keith replied. "I often collaborate with Dave Dickinson. He usually sends me some artwork, a list of parts that are needed and leaves it to me. Others have very specific

“ I try to bring something different to the show. There are plenty of people selling spares and performance kits, that's not something I want to get involved with. ”



Want to hide some electrics?

ideas of what they want. In either case the hardest part is drawing things out and that might take 30 hours. Once the design's agreed I work out how to fabricate the piece, for example a sprint rack may be divided into 40 individual components."

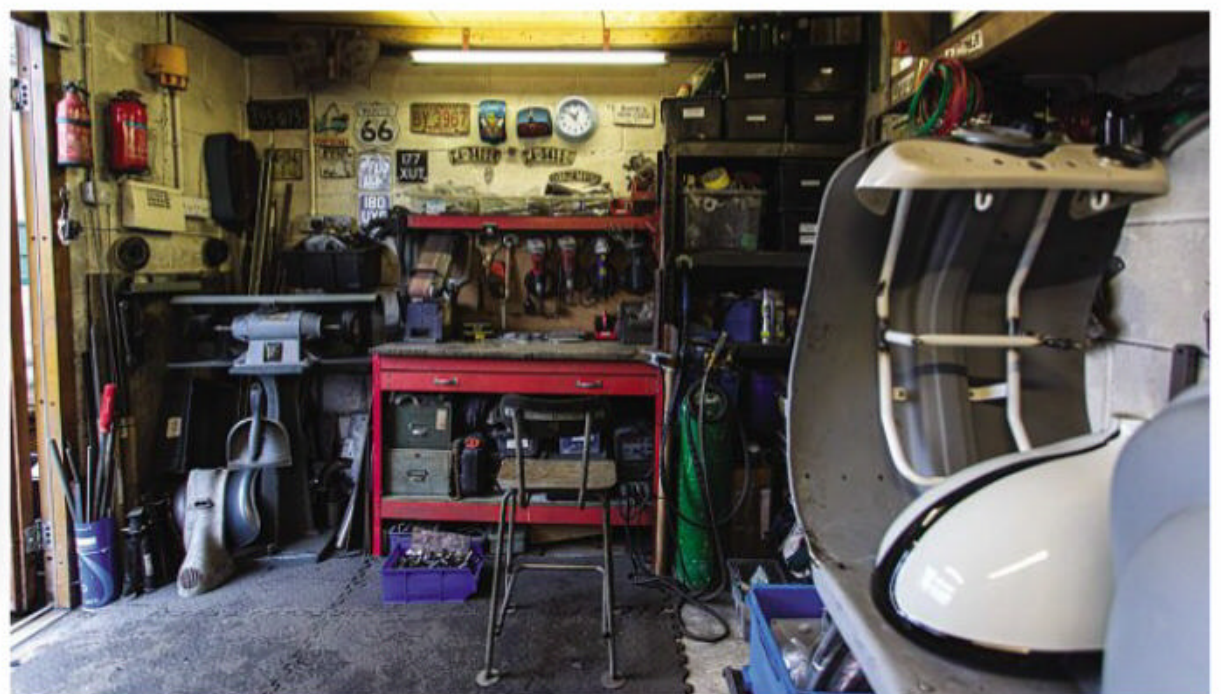
Although most of the work is conducted in Keith's workshop, his engineering contacts give access to the most up to date machinery, be that laser, CAD or 3D. Obviously plating is conducted off-site but Keith is able to produce cold enamelled pieces in-house. "I do this with a special coloured epoxy," he explained. "This gives a result that's almost indistinguishable from fired enamel and is much more durable than enamel paint. It's a process that's suitable for restoration projects, not

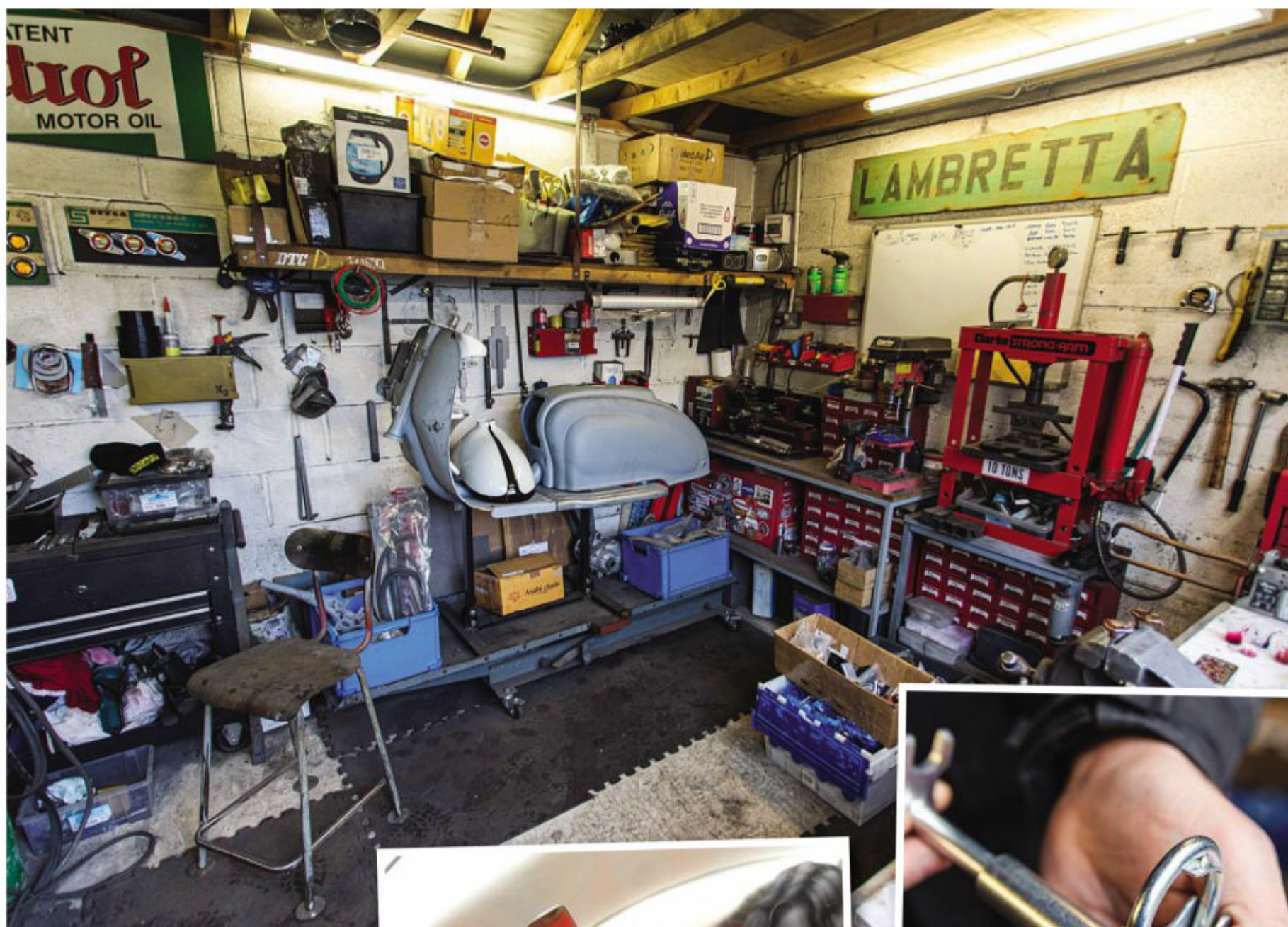


If asked to pick a favourite...



A rack can comprise more than 40 components





Turning inspiration into reality



TOOLING UP

As an engineer Keith is able to 'think outside the box' and solve problems that have foxed scooterists for decades. The latest addition to K2's problem-solving range is a fork compressor that is both revolutionary and simple. "Anyone who's used a normal fork spring compressor knows two things; they never fit properly and a third hand's needed to operate them," said Keith. "I was looking through an old LD workshop manual and saw that Innocenti had taken a different approach to tooling that model. Instead of a lever that bolts through the pivot holes, they'd used a threaded unit that bolted to the fork leg. The thread was wound in or out to hold the spring in place, leaving both hands free to wrestle with the link. It was a straightforward process to modify the design for 'Series' forks. I sell them at £33 and can't keep up with demand."

just custom work."

Although he's selective about which events he attends, Keith is a regular and welcome sight at rallies around the country. "I try to bring something different to the show. There are plenty of people selling spares and performance kits, that's not something I want to get involved with." Instead Keith stocks a range of components that can't easily be found elsewhere. While most of these are of his own design, others are imported from sources in the States. A much-neglected part of his offering is fully refurbished alloy components such as headsets and horn castings.

Pick a favourite

It's like asking a parent to pick a favourite child, but when I quiz Keith as to which,





I AM NOT A NUMBER

One thing that's always mystified me is why 'K2 Custom'? Surprisingly it's a story unrelated to scooters. "Around a dozen of us used to go to soul do's every weekend and there were four or five Keiths in the group. To avoid confusion we decided to take a number each. My mate Barly took 'K1' as he was oldest, I took 'K2' as my lad Oliver was big into rollerblading and wore K2 blades. From then on everyone called me K2 Keith."

of all the projects he's been involved with is his favourite, he paused before answering: "Stellify. That holds a special place in my heart as all the modified parts are mine. In that respect it's like Animal, and without that scooter K2 wouldn't exist. That said I give all my commissions 100%. Knowing that I've helped an owner to win a trophy is something I never get

bored of." His wife may jokingly refer to Keith's products as 'Scooter bling' but whether it's a bespoke item for a potential show winner or simply a tool to make life easier in the workshop, there's much more to K2 than many realise. www.k2customs.co.uk

Words: Stan

Images: Gary Chapman/K2 Customs

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RALLYMASTER REPRO'S

If there's one thing that Keith can claim to have an almost complete monopoly of it's in supplying Rallymaster components. "I'd noticed that people were asking for Rallymaster parts on forums and thought there was a market. These had previously been supplied by Peter Robinson and I contacted him to make sure I wouldn't be treading on his toes. He couldn't have been more helpful, even providing templates for some components. Critically he also spread the word among other enthusiasts who were kind enough to lend me rare parts from their own collections. Thanks to their help I can supply every part to create a Rallymaster. It's not widely known that I also undertake full scooter builds and often have a Rallymaster replica on the workbench."



Refurbished rare alloy parts are always available



Hard at work



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Forever in DEBT

The scooter rallies of the early '80s were without doubt the spark that lit the touch-paper for the development of the custom scooters we see today...



Thirty five years of ownership.



Classic custom looks.

The customs of the '80s were ground-breakers; they were classics and just a few of the ones that we were fortunate to see emerge on to the scene, were the likes of Dazzle, Mythopoeikon, Revenge, Little Rascal and Italian Stallion. The list goes on, but somewhere along the line the paintwork, the engineering, the artwork and the modifications that they delivered has inspired or influenced most of us.

Classics

Fortunately some of those ground-breakers from the '80s are now receiving a vast amount of well-earned and valuable attention from their new and original owners, which means we're now seeing

them being returned to their former glory and quite rightly re-taking their places back in custom shows round the country. Back in 1985 it was a normal day for Steve Pask when he went over to Ralph Saxilby's in Balby, Doncaster, with a mate to pick up a part for one of his scooters. "When I got there, sat outside, under Ralph's kitchen window, was the For Ever in Debt frame with all the bodywork except the sidepanels and the engine. Ralph invited us inside and there I saw the sidepanels and the engine. I asked Ralph who the scooter belonged to, he told me Eric Greaves, who I went to school with as a kid and hadn't seen for years." Steve was interested in finding out if the scooter was up for sale, so he contacted Eric. "Eric explained that the reason why



Detailing.



HT coil between the toolbox and fuel tank.



34mm Amal power-jet carb'.

it was over at Ralph's was because he'd been out on it with his girlfriend and he'd fallen off it. I don't think he'd ridden it much, but it had ended up at Ralph's with some damage on the flywheel sidepanel, but Eric was willing to sell it."

Finances

At that time Steve was 21 and was working at Morrisons. "Because of the wage I was earning I couldn't afford to pay for it in one go so I had to get a bank loan. In the long run though, I think the decision to pay for the scooter by way of a loan gave me more of a connection to it because back then it felt like I would always be, forever in debt!" laughed Steve. Having organised the loan and paying for the scooter, Steve got Ralph to start the engine re-build. In the meantime, he took the frame and the damaged panel over to Macca, who'd completed the original paint job, to have them re-done.

It wasn't long before Steve got the call from Macca to tell him that the frame and panel were ready to collect. "I couldn't wait! I went straight round to pick them up. Once I'd collected them I took them back round to Ralph's and together we started the re-build. The only problem was though that the re-build seemed to be taking forever. Ralph would do a bit; then when he'd completed that bit he'd ask if

SCOOTER SPECIFICATIONS

Name of scooter & reason: For Ever in Debt.

Scooter model: Italian GP 200.

Date purchased & cost: August 1985 (bank loan).

Inspiration for project and theme: To get it back to its original form.

Time to build & by who: 1985 – Ralph Saxilby, 1987 – Ray Kemp re-built the engine and Macca resprayed it. (It was his work originally.)

Engine spec

Kit: 250 S-Type.

Crank: Long-stroke.

Carb: 34mm Amal power-jet.

Exhaust: 48mm straight-through Clubman (supplied with ear plugs!).

Gearbox: LI.

Porting work by: Ray Kemp to the absolute limit!

Describe engine performance, power delivery and handling: Steady in 1st and 2nd, and then when it's opened up in 3rd and the power-band hits, it's a flying machine. Very noisy, very rattly and plenty of vibration!

Top speed & cruising speed:

Top: 93mph.

Cruising: 60mph.

Is the scooter reliable: Generally for what it is. It's never let me down apart from one time when the circlip came out of the gudgeon pin and scored the barrel, knocking the piston and cylinder head on the way to Llandudno in 1986.

Paintwork & murals done by: Macca (Downtown Custom).

Is there any chrome: Plenty. Some by Carver Plating in Sheffield and some are off-the-shelf parts from Midland Scooter Centre.

What was the hardest part of the project: Trying to find a pair of aluminium Shark's Teeth for the legshield rubbers. I think back in the day I eventually ended up paying £50 for the pair of them!

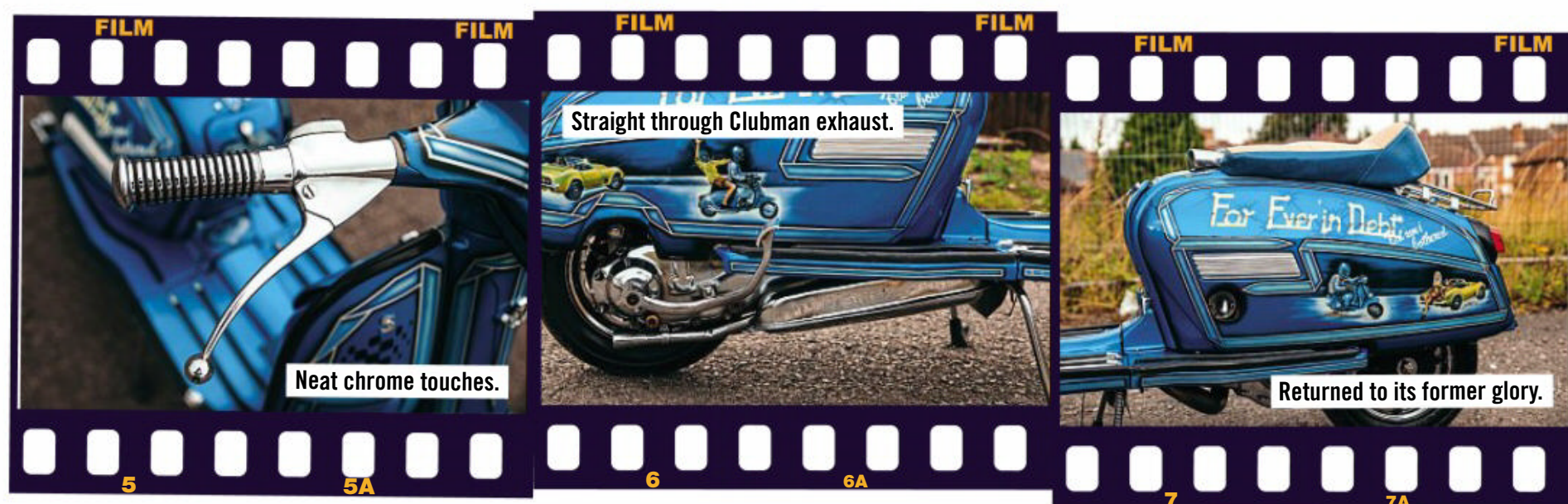
Any advice or tech tips for anyone starting a project: Have plenty of money! And have a lot more than I had!

In hindsight, is there anything you would have done differently: No. I think it's right as it is.

Thanks to:

Ray Kemp for the engine and Macca for the paintwork.





we were going to the pub! On reflection though, that's probably mostly how I ended up paying Ralph for the work he'd done; through the beers I bought him!" Steve laughed.

When the scooter was complete and back on the road, Steve used it to go to rallies and to go to work on a daily basis for two years. "At that time I lived on a main road. One day after I'd been working nights, when I got home and because I was so tired; instead of pushing the scooter up the passage at the side of my house and parking it round the back like I usually did, I parked it on the road at the front of my house and went to bed." Later that day, in the early afternoon, Steve was awoken by one of his neighbours knocking on his

door. "I got up and answered the door and when I opened the door I immediately saw that someone had pushed my scooter over. It was on its side in the road and cars were swerving round it. When I lifted it up to get it out of the road and put it back on its stand I saw that there was again damage to the flywheel sidepanel and that it been spat on!"

Second re-build

Steve decided to turn this unfortunate event into a positive one. "I'd been riding the scooter in all weather conditions so I decided that it was time for a full strip down and re-build. I took the engine over to Ray Kemp for him to complete the engine work and make

some upgrades. In the meantime, I took all the body panels over to Macca." Steve explained that he decided to take all of the body panels over to Macca because he knew that if Macca only re-did the flywheel sidepanel, due to the passage of time since he'd originally done the work for Eric, it would probably stand out from the rest of the bodywork, which was still in its original form. When Ray Kemp had completed the engine re-build and upgrades, Steve collected it and took it over to Macca for it to be re-united with its newly painted panels. "Once it was re-built and back on the road for the second time it looked and performed perfectly!" Up until 1992 Steve continued to use the scooter every day for work, however that had to change

Style with performance.



OWNER DETAILS

Name: Steve Pask.

Job: Warehouse manager.

Scooter club & town: Independent rider.

First interest in scooters: In the early '80s during a visit to the east coast where I saw loads of scooters. I thought: "I'll have to have one of them!" And of course seeing Quadrophenia.

First scooter: J-reg Vespa 150 Super. Hammerite silver, it cost me £15!

Favourite scooter model: Lambretta GP.

Favourite style of custom scooter:

Full-blown custom scooters.

First rally or event: Probably Yarmouth in the early '80s.

How did you get there: White Vespa PX150.

Favourite and worst rally/event:

Favourite – Scarborough.

Funniest experience with a scooter: In the early '80s I was on my way to Colwyn Bay on my silver and red Lambretta. It broke down and I managed to bump-start it on the pavement with no helmet on. As luck would have it (or not!) a policeman came round the corner in a police car. He leapt out of the car and stopped me; the situation took a lot of explaining!

Furthest you've ever ridden on a scooter: Dunbar in the early '80s.

What do you like about rallies: Seeing all the different scooters, the music and the pubs.

What do you dislike about rallies: Scooter politics.

Favourite Scootering magazine feature: Nostalgia Corner and Show Us Your Scoots.

Favourite custom/featured scooter of all time: Dazzle when it was green.

If you had to recommend one item what would it be: A good-quality helmet.

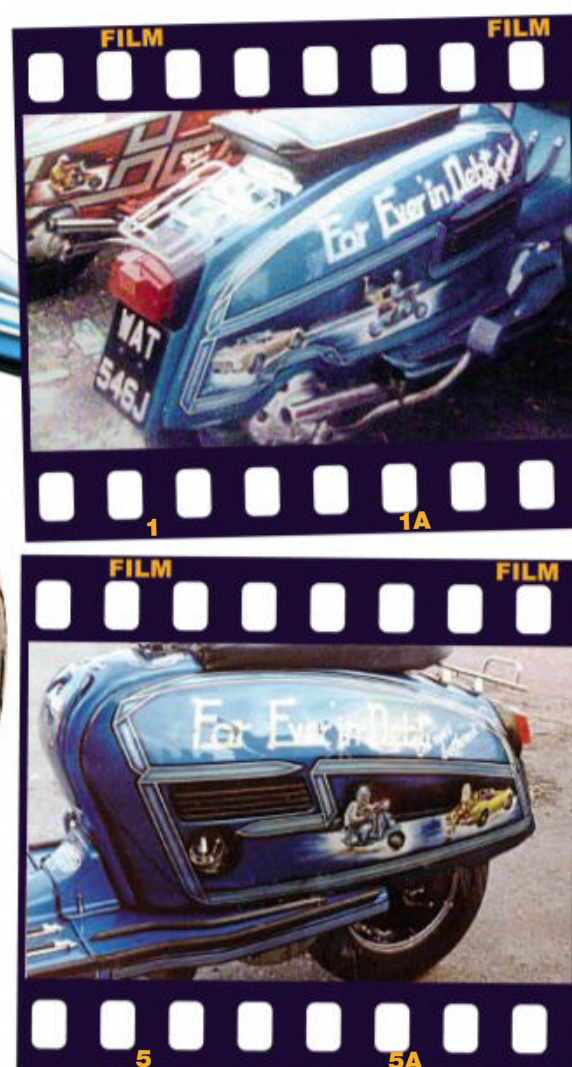


Original brakes.

when he took up a new job working 140 miles away from home.

Present day

Today the scooter is still in good shape, but Steve intends to have it refreshed and brought up to date. "It's currently running on its original points ignition, which I'm going to have replaced with an electronic ignition system. There are a couple of places on it that need touching up and re-lacquering. But that's down to a shelf in my garage falling down and some of the tools which were on the shelf falling on to the scooter chipping the paintwork." When the work's complete, Steve's plan is to use the scooter for the odd rally or two. But he's still not sure whether or not he will enter it into custom shows. "Back in the



'80s I never bothered with custom shows because there was no ridden-in class. It was all the same for everybody and you were never going to win, if like me you'd ridden your scooter to the rally and you were up against lads who'd brought their scooters to the shows in the back of vans." Over time For Ever in Debt has had an interesting and colourful journey, which is probably down to its history of being a proper ridden custom scooter.

Hopefully Steve will decide to enter it into custom shows in the future, which will give us the opportunity to appreciate the 35 years of work that's gone into keeping it one of the ridden classic custom scooters of the '80s.

Words: Stu Smith

Photos: Gary Chapman



Smooth orientation.



“ Back in the '80s I never bothered with custom shows because there was no ridden-in class. It was all the same for everybody and you were never going to win, if like me you'd ridden your scooter to the rally and you were up against lads who'd brought their scooters to the shows in the back of vans. ”



True '80s street style.

What happened to the open day?

There was a time when scooter open days were actually part of the rally calendar; some were even two-day events. Gradually it has become a forgotten concept...

During the 1980s the scooter open day played a major part in the scene's social calendar. Many shops across the country opened their front doors to showcase their business to the masses. It was a carefully planned exercise, each one making sure that it didn't clash with a national rally or another open day. They were an ideal way of launching a new product or range and a huge boost to the shop's takings. Slowly, over time, it seems to be a format that is gradually dying out... but why?

The idea

There is one simple idea behind the scooter open day – to boost trade. Owners will flock to such an event, with the dealer knowing takings on that day will be considerable. Bigger turnover for one day won't keep a business going for that long so there is far more to it than just that. The real reason is for the customer to see just how a scooter business is run. By visiting a shop people can see exactly what services are on offer and how they are executed. Advertising is a very important part of any business but that only tells you



Outside at one of the early AF Rayspeed open days that paved the way for other dealers to follow.



Ray Kemp showing off the first TS1 at the 1986 open day.

what they do, not how they do it.

What it also does is attract new customers who have never been through their shop door before. Perhaps someone just curious to see what all the fuss is about or tagging along with their friends. More than likely the promise of a meet-up with fellow scooterists, the venue this time being a shop. Any new customer is welcomed and is what enables a business to grow successfully. To make it a success there needs to be more than just an open day. Perhaps an offer on certain products, a raffle or prize draw – that something extra to lure the customer in.

Trendsetters

As scooter ownership boomed in the 1980s so too did the businesses that supplied them. As more and more shops opened, the competition grew stronger. There was plenty enough trade to go round for everyone but that didn't stop those with a

desire to succeed in growing their businesses even more. Ray Kemp soon cottoned on to the idea that an open day could be very lucrative indeed. AF Rayspeed was already established as a big dealer within the industry and people would flock to his shop regardless. It was the ideal place to hold such an event, with its huge shop front and ample parking space.

In 1986 its annual open day was held at the height of the summer in July. It was a glorious sunny day and so the turnout was expected to be good. However, there was an added attraction, with the news that it would be the first official showing of the TS1. It was rumoured that half the Lambretta owners in the north of England turned up to watch, with many from other parts of the country also in attendance. Ray's high-speed demonstrations were the big highlight of the day as, head down, he sped along the A64 at full throttle. It was the perfect PR exercise as orders for the



A more than pleased Dave Webster with a shop full of customers, proving the idea works well.

kit came flocking in. Ray had set a trend and the open day was here to stay.

Dedicated followers of fashion...

Soon many other scooter shops realised this was the way forward when it came to boosting trade and soon followed suit. The only other way apart from advertising was by having a stall at the nationals or a custom show. Having worked all week, the idea of having to do a rally didn't appeal to every dealer. Though only once a year,

the open day became the preferred choice and slowly became bigger and better.

Midland Scooter Centre soon followed suit and the shop in Sandiacre was the ideal venue. With Dave Webster and Norrie Kerr in charge, it appealed to both the Lambretta and Vespa owners. With a service road at the side of the shop and a large courtyard around the back, the scene was set. A barbecue and

small autojumble began to attract more than just those who wanted to see what tuning goodies were on offer. Each year the annual event got bigger and bigger and in 1990 the ante was upped even further with the introduction of a totally new attraction. Available only on the day was the chance to put your scooter on the shop's rolling road. Until now this had only been used for setting up the team's race bikes. Basic by today's standards and only giving an mph readout, nonetheless it proved to be extremely popular. Today the lure of dyno shoot-outs has huge appeal and perhaps the MSC open day of 1990 was where it all started.

Free drinks

Another popular open day was held at CJ Scooters in Droitwich, Worcestershire. Clive Jones, the shop owner, was a popular character on the rally scene with his trade stall. Before each one Clive would be there on his stall, plugging it like mad to all passers-by. It worked, with people attending from far and wide. Being a real entrepreneur, he would greet everyone with free beverages, making people feel more welcome. It was only a



By joining up with the LCGB as a signing-on event, an open day would benefit all parties.



Round the back of MSC, it would be just as busy with the autojumble.

token gesture but one that went a long way to making people feel welcome. With so many scooterists attending each open day, it prompted the idea that they could become signing-on events for the LCGB best-supporting member championship. The season would kick off with the first one being held at Bedlam Scooters in March and finishing off in October at AF Rayspeed. It was a clever move by all parties, giving those who were entering the championship a different venue to travel to and swelling the attendance at each one in the process.

By the end of the 1980s, the AF Rayspeed open day was almost turning

Entertainment is supplied by way of a band or DJ.



Starr guest: soul legend, the late Edwin Starr, was an added attraction to bring more people through the door.

into an end-of-year rally for the LCGB, with overnight camping at the Snooty Fox next door to the shop.

Instead of making the trip just for the day, the rally-style format meant people could stay over with all the usual beer and music thrown in. Sadly it didn't last and slowly died out, even though the open day remained.

Cluttered calendar

The open day format has continued ever since but it seems to get less and less. The possible reason is due to the already overcrowded rally calendar. When they first became popular there were nowhere near as many events, with plenty of space either side of a national rally to hold one. Also because some became part of the

LCGB signing-on championship, they were scheduled not to clash. Nowadays, putting one on is bound to clash with other events, therefore diluting the amount that will attend. Bearing that in mind, it becomes less appealing for a dealer to put one on.

If Carlsberg did scooter open days

There is, however, one open day that has bucked the declining trend and, if anything, gets bigger and better every year – the annual May event held by Armando's Scooters in Sheffield. For more than 20 years it has become a scooterist's favourite on the calendar. Far more than just opening the doors on the day, brothers Julio and Guido see it as an opportunity to thank all their customers by giving something back.

On Saturday night there is a get-together for those wishing to attend at a local venue with a DJ. The open day itself gets under way early, with more refreshments, quite often including Italian wine, with music put on for all those present, usually by way of a band. This is followed by a rideout, which last year stopped over at a local pub where free pizza was given to all those that made the journey. The brothers have shown if you

are prepared to put that extra bit of effort into something then the idea can still work, which should be applauded.

Sign o' the times

The format of the open day from what it was has totally changed, apart from the odd exception here and there. We can all reminisce about how things used to be but can't always accept why things aren't like they were any more. The scooter scene is constantly changing and evolving and who knows where it will end up in the future. Perhaps the open day has become somewhat of a casualty of that change. So bear that in mind when there is one local to you and give it your support. Who knows, by doing so perhaps they will make a resurgence.

Words and photographs: Stu Owen



It seemed everyone wanted to go to the CJ Scooters open day.



The rideout from Armando's shop gets bigger each year.

“There is, however, one open day that has bucked the declining trend and, if anything, gets bigger and better every year – the annual May event held by Armando's scooters in Sheffield.”



The Armando's open day which still proves to be popular – so much so, even the street outside has to be closed off.

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This year's group of riders from Australia, Italy, New York, Los Angeles, San Diego, UK and Vietnam.



Heltraising in the HIGHLANDS!

Saigon Scooter Centre's 15-day adventure through North Vietnam's mountainous region along the borders of China and Laos included a group of riders from four continents.

This ride was a lot more demanding than the previous year along the coast from Ho-Chi-Minh City to Hanoi, though that ride also had its share of white-knuckle days! The ride started out heading west from Hanoi toward the Laos border and then wrapped up around the Chinese border. We carved our way through winding mountain roads, valleys with rice terraces etched in the side of them, and jungled limestone cliffs that made for some of the best riding Vietnam has to offer. You never know what the road conditions are going to be like and it seemed every road in the north was under construction. Riding on what appeared to be 500km-plus of compact dirt and crushed rock roads during this trip, I can see why North Vietnam is a must-do for two-wheel enthusiasts.

The first few days were planned easy rides, with day one leaving Hanoi to Viet Tri covering 80km, allowing everyone to get familiar with the scooters and riding with a group. That distance doesn't seem like much but it's easily a four-hour ride.

After one scary moment, with a soft seize heading over the bridge leaving Hanoi and a wrong turn entering the main highway, we were back on track to the city of Viet Tri, arriving at the funky X2 Vibe Hotel. After tossing our stuff in the rooms it was time to hit the rooftop bar for beers and catch the sunset over the lake in the centre of the city. Day two was another easy day covering 80km to the city of Yen Bai. The highlight of Yen Bai was while we parked on the side of the road talking, a 12-year-old girl rode past us and shouted "Hey Mother-F****ers" a la Samuel L Jackson! Her friend on the back smacked



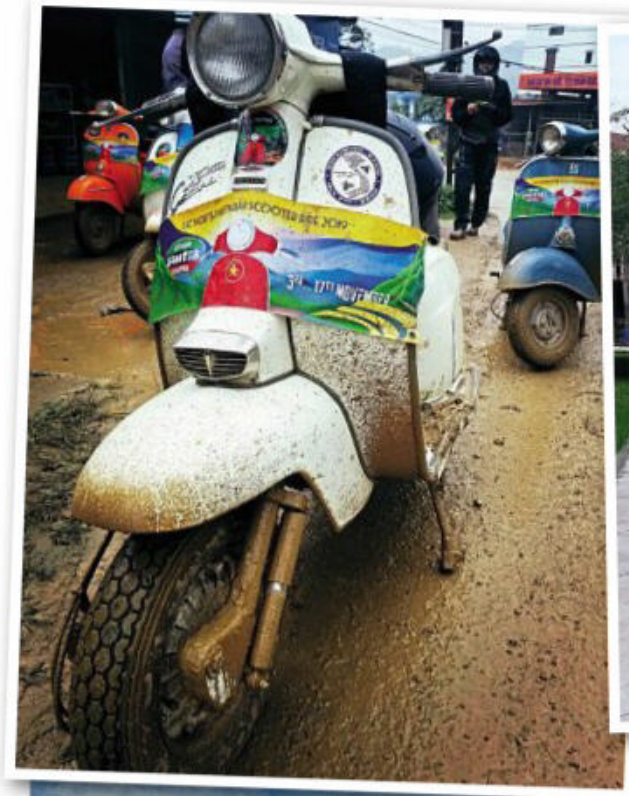
her as we were laughing our asses off! Gotta love Vietnam.

The ride to Sapa was just shy of 200km and was one of the long days of riding. Starting our climb up the winding mountain roads was the first real test for the scooters. Not knowing what the road conditions were going to be like, along with having multiple highway numbers, we arrived after more than eight hours at the Victoria Resort at nightfall, exhausted and looking forward to a well-earned day off. Having a free day to explore Sapa, most of us headed down to Cat-Cat Village at the bottom of Muong Hoa Valley to check out the local village located along the river shores with two fairly large waterfalls feeding into the river.

The ride from Sapa to Bao Yen had us doing 120km to our first homestay of the trip called the Cinnamon Eco Lodge. Surrounded by cinnamon trees and located out in the rural area of Bao Yen, the lodge ended up being one of the more memorable nights on the trip. But first, we had to get down the mountain through the fog, rain and muddy roads. By the time we reached the bottom, the rain had stopped. We regrouped and headed out along the river towards Bao Yen, arriving mid-afternoon. Somehow Captain Morgan showed up, starting the party that went on well into the night. Everyone was a little slow the next day thanks to the pitcher of rice wine that appeared out of nowhere!

We had four days of riding ahead of us

before two days off for some sightseeing adventures but thanks to the overindulgence of food and drinks, it was a rough morning for most. Finally heading out around 10am, all was going well, aside from a few of us having hangovers, until we came across a major resurfacing project with 4in pieces of crushed rock for road! Some of us rode through while the smarter ones pushed their scooters through. We didn't make it through unscathed though, the Golden Special had a cracked exhaust and the VBB had a tyre puncture. Chua, the SSC mechanic who was on the ride with us, found a Honda shop to let him use their equipment to repair the exhaust, allowing some of us to catch a short nap at the roadside coffee

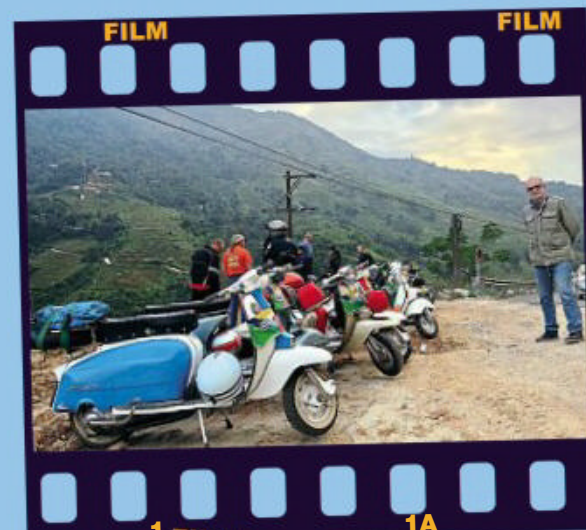


stand. With the repairs done we were on the way to Ha Giang.

Over the next three days our journey to Dong Van, Meo Vac and Cao Bang took us on the famous Xa Pai Pass which is one of the more popular destinations for riders around the world. Barely wide enough to be called a two-lane highway, the tour buses, other two-wheel riders and construction vehicles had us doing some creative lane splitting! Once at the top we grabbed some coffee at a stand built on the side of the cliff. Hundreds of people had stopped to take photos of the amazing views. Once finished we were off with a twisty ride down to the town of Dong Van. After getting a few side quest tips from one of Pat's mates we decided to shorten the ride to Meo Vac to ride down to Nho Que River on one of the most winding roads I've ever been on. This section was completely voluntary due to the steep conditions with 200ft-plus drops straight down and no barriers.

The road was 5ft wide, cut in the side of a mountain with a gradient hitting 20% in some areas. After our two-hour detour, we were back on the highway with a stop at the Panorama Cafe overlooking the Nho Que River on our way to Meo Vac. With one more solid day of riding ahead of us, we reached Cao Bang right at sunset. This stretch of highway QL34 was quite challenging with all the switchback and hairpin turns. We were all looking forward to having the next two days off from riding.

After spending our first day off roaming about the city, the following day we piled into a Sprinter van and set out for a day trip to Ban Gioc Waterfalls at the Vietnam/China border with a boat ride to the bottom of the waterfalls. After lunch, we headed to the Nguom Ngao/Tiger Caves on the way back to Cao Bang. Well rested from our two days off, we set out for Be Be Lake. This turned into a 150km ride



“ Barely wide enough to be called a two-lane highway, the tour buses, other two-wheel riders and construction vehicles had us doing some creative lane splitting! ”



for most after making a left turn towards Bak Kan! It was quite an experience just riding alone through the jungle with the roads to myself. After meeting up with everyone 30km later we made our way to our next homestay and another free day to follow. The day trip planned was a four-hour boat tour around the lake and up the mouth of a river to the Puong Cave.

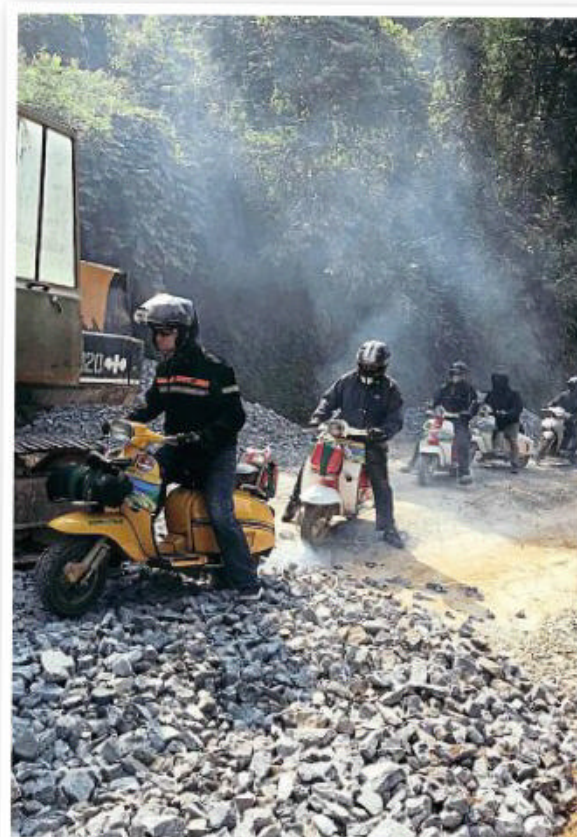
With our trip coming to the end, we had two more days of riding left till we reached Hanoi. As we were getting ready to leave, the owner of the homestay recommended we take the new road to Thai Nguyen because it'd save us 20km of riding. Everything was great for about 20km till we caught up with the construction crews working on various sections for the next 50km-plus and things went from bad to worse quickly. The rain started coming just enough to create a muddy layer across the road and after another 20km there

were just muddy ruts. After contemplating turning around and heading back, the support vehicle pulled up, so we decided to push on even though we were two hours behind schedule.

Even as we were 'floorboard deep' in mud, everyone was enjoying themselves knowing we'd have one hell of a story to tell when we were done! Last day was a short ride back to Hanoi and 90-degree temperatures with 100% humidity. After a quick stop at KFC we dropped the scooters off at the train station and grabbed a ride back to the motel. The ride concluded with an award presentation dinner at the Moose and Roo. All in all, it was another excellent trip.

A big shout out to Pat for again hosting another unforgettable trip and especially to Linh, your hard work was greatly appreciated! We'd all be lost without you!

Words and photographs: Dan Rickard



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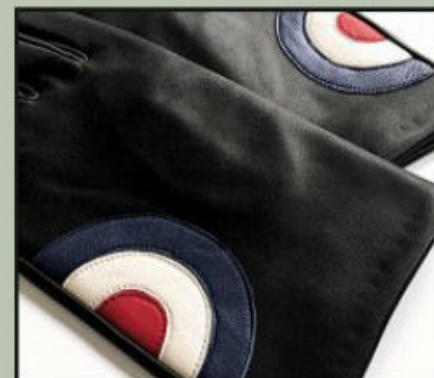
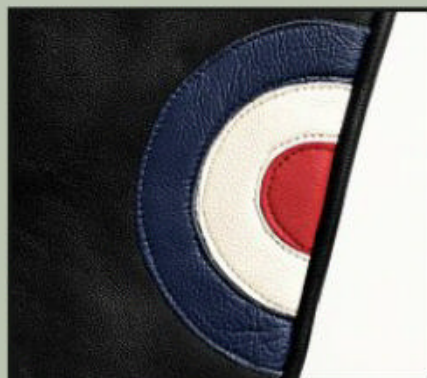
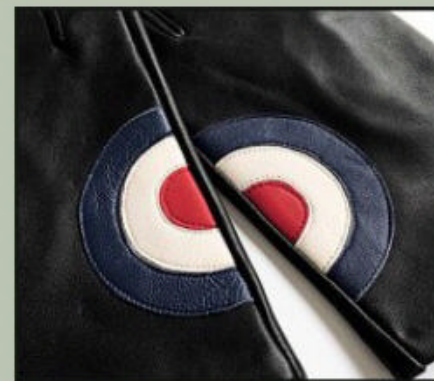
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#1 Mekong Delta Tour

April Sunday 4th - Sunday 18th 2020

Starting point : Saigon - South Vietnam

Finishing point : Saigon - South Vietnam

Distance : Approx 1500km's

Scooters : 6 x Lambretta • 6 x Vespa

*Limited places of 12 riders.

Level of driving skill : **Experienced *****

There are no guarantees of doing a road trip here that the agenda will be easier or more difficult than previous years. The driving conditions here at best are challenging. Also daily distances achievable are not to be underestimated. A long 8-9 hour day here is only 200km's and that's hard work. The above tour is less demanding for sure and we head south through the Mekong Delta area and follow the east coast down to Phu Quoc Island. As usual we will be off the beaten track and with this ride also focussing more on some beach R&R as well as some scenic scootering and taking in national parks, floating markets, ancient temples, mangrove forests, great food, boat trips and stunning beaches.

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#2 Hanoi to Hoi An

October Sunday 10th to Sunday 24th 2020

Starting point : Hanoi - North Vietnam

Finishing point : Hoi An - Central Vietnam

Distance : Approx 1750km's

Scooters : 6 x Lambretta • 6 x Vespa

*Limited places of 12 riders.

Level of driving skill : **Demanding *******

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Please keep wording to a minimum and be warned that listings may be edited due to space restrictions.

MARCH

06-07 Undercover Festival
8, Woking, Surrey.

www.undercoverfest.com

06-09 Modrapheniacs 20th Anniversary Event,
Sandford, Dorset.

07 It's Not Too Shabby
#6, Lowestoft Bowls Club,
Carlton Road, Lowestoft,
NR33 0LZ.

20 Northern Soul & Motown Night, The Station, Stafford Road, Cannock, WS11 1WS.
www.ticketline.co.uk.



21 Prodigy Scooter Collective Pre-season Doo & Silent Disco.

See FB for more details.

27-29 SWSC Rally,
Teignmouth.

APRIL

05 VMSC Extravaganza Vintage & Custom Show,
Sports Connexion,
Ryton-on-Dunsmore,
CV8 3FL (see main advert)

09-13 London International Ska Festival

10-13 National BRSA #1,
Whitby.

18 Gateshead Old Farts SC All Dayer Charity Event,
Springwell Village Hall,
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24-26 Bangers & Mash by Can't Start Won't Start SC,
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08-10 National BRSA #2,
Tenby.

08-10 Troon Mod Weekend,
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08-10 Skegness Scooter Rally, main venue - The Suncastle.

15-17 Phoenix Nights,
Hinckley, Leics.

15-17 Looe Scooter Weekender by Trogladytes,
Southern Templars & Section 8,
Tencreek Holiday Park.
Info on FB page.

15-17 Scooters on the Square, Merthyr Tydfil.

15-17 Doncaster Hunters SC 50th, Parklands Sports & Social Club, Wheatley Hall Road, Doncaster.

17 Armando's Open Day,
Sheffield, S2 4SJ.

17 Scooter-Fest #6 by North Staffs Jesters SC, Silk Street car park (centre of town), Leek, Staffs, ST13 6HX.
For info, see FB: Jesters Scooter Club. Tel Steph 07817 429616 or Chris 07795 232537

22-25 National BRSA #3,
Kelso.

24 IoW Lambretta Day

29-31 SWSC Rally, Hayling Island.

29-31 Run to the Rum by Suffolk Smugglers SC,
Leiston, Suffolk.

JUNE

04-07 EuroLambretta,
Libramont, Belgium.

05-07 Halfway House Rally,
The Halfway House,
Yeovil.

07 A Not Too Shabby Treasure Hunt, Start/finish: The Swan Motel, Gillingham, MR34 OLD. For more info see FB: TMS Scooter Club.

12-13 Warwickshire Scooter Alliance Summer Nights 4 Scooter Rally, Sheldon Bosely Hub, Pittway Avenue, Shipston-on-Stour, CV36 4DQ.
Email paulmarshall445@gmail.com.

12-14 Sleaford AllKnights SC, Sleaford RFC, Sleaford, Lincs, NG34 8SP.

12-14 Whitley Bay Rally,
Rockcliffe Rugby Club,
NE2 8RW.

12-14 Moorland Mayhem Rally, Torquay, TQ1 0BL.

19-21 Buchan Coasters 10th Anniversary, Newburgh Golf Club, AB41 6BY

20 The Jam'd plus support The Nutty Boys, The Station, Cannock, WS11 1WS.
www.ticketline.co.uk.

20 Shildon Do, Bishop Auckland RFC.
Tel Jim 07843 700056 or Steve 07900 190007.

26-28 National BRSA #4,
Big 7, Kent.

26-28 Isle of Man Rally, See FB group for details.

26-28 Pogue Mahone Weekender 2020, BAE Canberra Club, Samlesbury, Balderstone, nr Blackburn, Lancashire, BB2 7LF. See FB for more details: Pogues Mahone Weekender 2020. Email pogues2020away@outlook.com.
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JULY

02-05 Vespa World Days,
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03-04 Tramore Scooter Show by Waterford SC, O'Shea's Hotel, Waterford, Ireland.

03-05 Kilbirnie 20/20 SC Mad Dog Rally,
Lochwinnoch, PA12 4JB.

10-12 Scunthorpe Silhouettes SC Time Trouble & Money 2, Brumby Hall Sports Club, Scunthorpe.

10-12 Morecambe Rides Again First Kick Collective

10-12 Hellcat Run,
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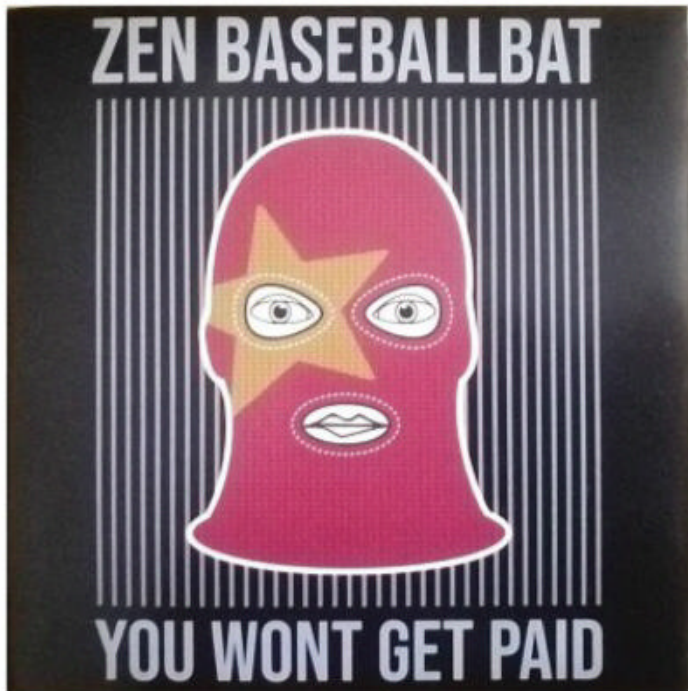


Scootering Words & Sounds

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Zen Baseballbat – You Won't Get Paid EP – *Self Released*

Many moons ago, Zen Baseballbat were widely touted as a leader of the millennial wave of ska bands. Sadly,



after a brief output, they vanished from view. Sixteen years later they've reappeared, and haven't lost any of the originality that they brought to what is often a hackneyed genre. Their slightly off-kilter sense of humour permeates songs that use some very obscure imagery, but it's the music that grabs first. Typically for Zen Baseballbat there's a wide range of styles on show here, all handled in an experienced and proficient manner. Opener You Won't Get Paid kicks in with a bubbling baseline-driven dance floor ska number, somewhat reminiscent of APB's classic Advertising Is Vandalism. Next up is Reasons For Living, a much more laid back and relaxed number, more dub reggae than ska in its

presentation, with its spacy sound effects and loping pace giving good contrast to the opener. The midway point on the EP, Backstage Pass To The Stanley, puts me in mind of The Dead 60s at their best, while There's Gonna Be Trouble is a dark number that brings some of Madness' work to mind with its almost spoken lyric and slightly discordant keys and brass. The final track on the physical release is the unlisted Let's Take The Skinheads Bowling. This is probably the biggest flashback to the band's earlier work. Poppy in approach, odd lyrics, and a foot-tapping rhythm wedge this one firmly in the back of the head. It's good to have them back, and on form. If this EP represents the quality of the forthcoming album, then one of the major players will be back with one hell of a bang.

Nik

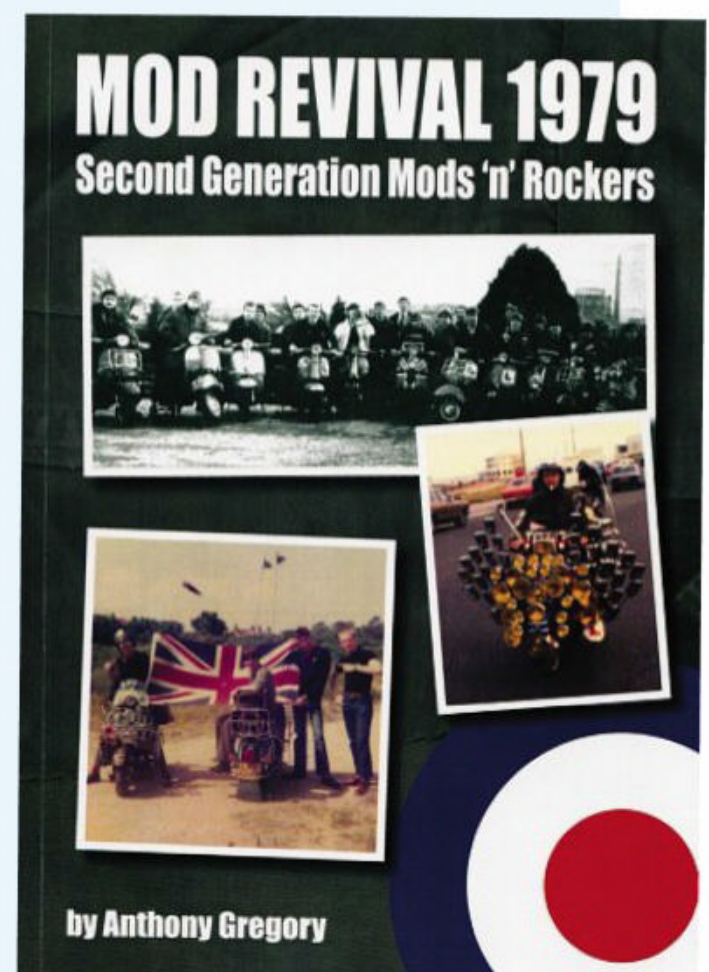
Mod Revival 1979 – Second Generation Mods 'n' Rockers – *Anthony Gregory*

Tony Gregory's Mod Revival 1979 book works on several levels. It tracks the advent of the '79 Mod revival with Greg's first-hand recollections of the impact it had on both himself and fellow impressionable Midlands-based teenagers. Interwoven into a number of tales, which many youngsters experienced growing up in Britain during the '60s, '70s and beyond, is the origin of Burton Brewers SC from a loose collective of Burton Mods. This book traces the rise, demise and eventual rebirth of Burton Brewers SC. Despite having early aspirations of joining the ranks of bikers, after watching Quadrophenia a young Greg was enveloped into the '79 Mod revival. Over the following years he adhered to the then newly revived ethics of the Midlands Mod scene. Skirmishes with rival factions, tit-for-tat encounters with local bike riding youths, reliving the '60s Mods 'n' Rockers rivalries to the full, albeit on a local scale. Another aspect spotlighted in Greg's book is the rise of the scooter boy subculture, interestingly as seen from a Mod perspective. In addition to his own first-hand stories, Greg has several contributions, usually in the form of a chapter offering alternative as well as more in-depth perspectives of certain parts of his own experiences. Biker Bob Haywood

provides a brief insight into how it was for young, wannabe greabos in the Burton area during the late '70s and early '80s. Clothes and fashions of those times were also important – Graham of Warrior Clothing is among the guest contributors adding to that particular subject. Burton had its very own Mod revival band, Reaction, whose bassist Bruno Gallone provides not only an insight to the band's short but locally successful career but also his first-hand account of the iconic all-dayer Mods Mayday 1979. There's a short chapter penned several years ago by the late Steve Haynes of Burton Brewers, with a comparison of sorts between the revival years and 25 years on of Scarborough scooter rally. Many unpublished images are also included, many from Greg's own collection, others sourced and credited from elsewhere, including the late Steve Haynes' collection of newspaper cuttings, as well as Brian Roberts' images and memories of the early national rallies. One for Mods, Rockers/ greabos and scooterboys from all eras, providing much more than a mere insight, Greg's book is an urban history of an era. A time period many *Scootering* readers experienced for themselves, captured for posterity, for those who arrived on the scooter scene later. An insightful, enjoyable read, now given

a makeover and updated, it features a full-colour image inside the back cover from Brighton Mod Weekender August 2019, 40 years on from the '79 revival, which speaks volumes about the longevity of the main subject matter of Greg's excellent publication.

Sarge



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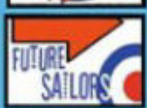
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Tenby United RFC ground is less than a mile from the De valence Pavilion and has shower and toilet facilities - just pay your £10 to Tenby RFC staff on arrival. SCSW stewards will also be on site.

FULL RALLY DETAILS ARE AVAILABLE ON THE "SCOOTER COLLECTIVE SOUTH WALES" FACEBOOK GROUP - NB: End Of Rally Party Sunday evening at TENBY RUGBY CLUB for those staying until Monday

King Hammond – Hate Culture – *Jekyll Jive CD/ Vinyl album*



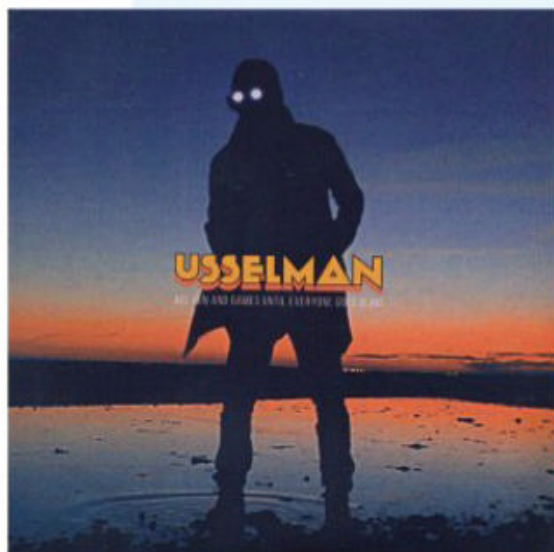
drive everything forward. On several tracks there's a nod in the direction of Bob Marley, while the official penultimate track Creation Is My Occupation is a proper earworm, embedding itself in your subconscious, playing back on loop for days and days. Although each and every one of the tracks on Hate Culture are stand

Time stands still for no one; it was 30 years ago, back in '89, when Grammy award-winning bassist Nick Welsh released his first full-length studio album, Revolution '70, under the alter ego of King Hammond. Since Revolution '70, including this, his most recent album, Hate Culture, there have been 14 albums, countless singles, EPs and compilation inclusions. Arguably, Hate Culture, in its entirety, is King Hammond/ Nick Welsh's best work to date. Fourteen tracks on both CD and vinyl format, the former has the bonus track Will It Be Tomorrow included. Strong, well-crafted lyrics throughout, backing vocal harmonies abound, with bass riffs that

alone in their own right, it's an album best experienced in one marathon session as the running order leads track after track either seamlessly or contrastingly into each other, painting pictures with words and music. One of my favourite albums of the 2-tone era was Selecter's Celebrate the Bullet; King Hammond's Hate Culture for me sits more than comfortably alongside that landmark offering. Elements of ska, reggae and much more combine to perfection, each number complementing its predecessor. For me, this has to be one of the best albums of the year from all sub-genres, from start to finish Hate Culture is truly captivating.

Sarge

Usselman – All Fun And Games Until Everyone Goes Blind – *Blow Up CD album*

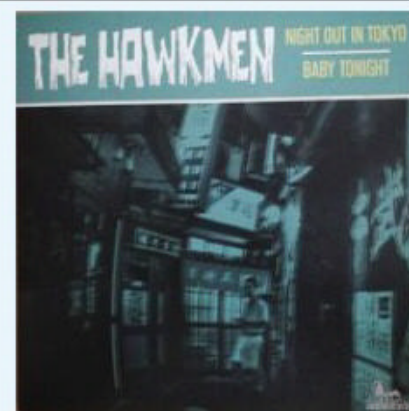


All Fun and Games Until Everyone Goes Blind is Usselman's debut CD album, which showcases his brand of sparkling alt electro-pop to perfection. From the 10 tracks, Already Wolf, Tongue

Tied and With The Tides, the latter championed by Steve Lamacq on BBC 6 Music, have all been released as singles. All have received regional radio airtime across the UK, as well as in mainland Europe (France and Germany) as well as college radio in the US. Musical reference points include Sparks, Depeche Mode, Arcade Fire and even a hint of pioneering electro maestro Giorgio Moroder. Synthesiser-driven music can be something of an acquired taste but if synth sounds float your boat, Usselman's debut album will be right at the top of your current list of must-haves.

Sarge

The Hawkmen – Night Out In Tokyo/Baby Tonight – *Greystone Records*



Featured side Night Out In Tokyo hits the ground running with a guitar intro that immediately informs that you're in for a rockabilly workout. A minimal drum kit played with adrenaline-fuelled vigour, upright bass guitar runs and tinkling piano from guest Jet of Buster Shuffle combine with fantastic vocals from Scarlett Fagan to evoke a period in the late Fifties that probably never really existed, but which we like to imagine did. Pace change halfway through gives chance to get your breath back before we're off rocking again.

Flip the record over and we're treated to something different. The opening leads you to expect another rocking

record, then the beat drops and we're in '63 and it's all soul before cutting back and forth for the rest of the track, with a wailing sax fill on the middle eight. There's something about this that gives a feel of Chess Records at their height – it should appeal to the soul fan out there.

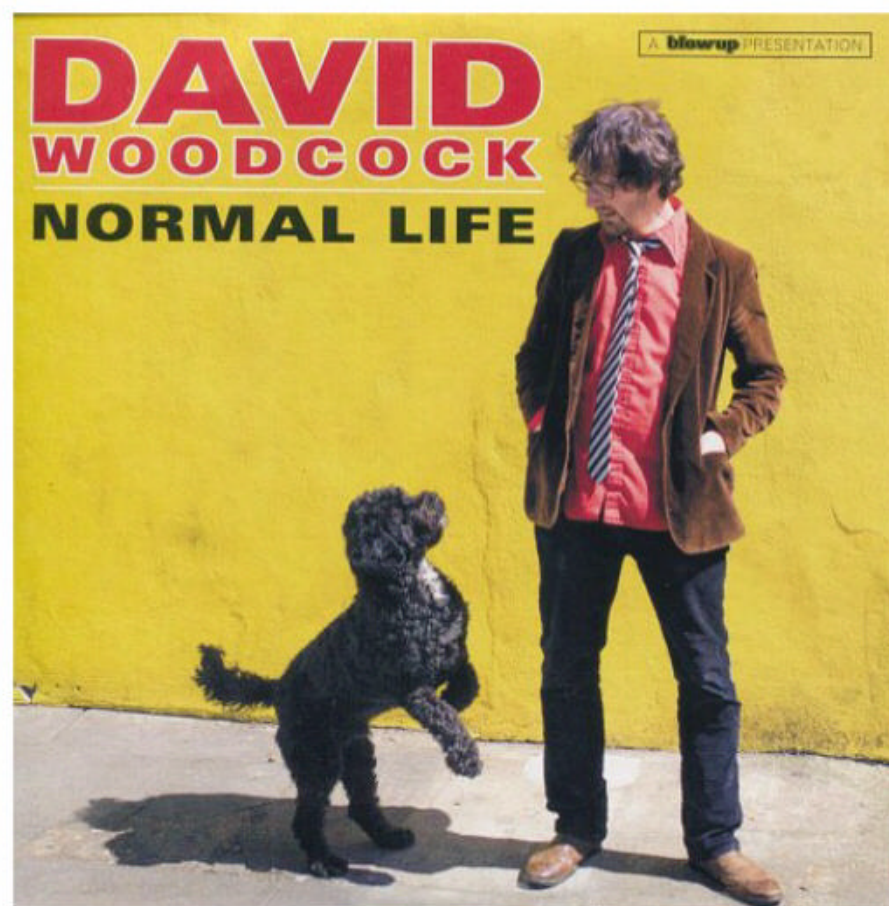
Nik

David Woodcock – Normal Life – *Blow Up CD album*

Southend-based talented singer-songwriter David Woodcock returns with his second full-length CD album, Normal Life. Picking up the baton from his self-titled debut album, on Normal Life he continues to draw inspiration from great British songsmiths such as Ray Davies, Paul Weller, Damon Albarn and Ian Dury among others. From the opening title track which tips a wink in deference to Madness with something of a My Girl aura about it, complete with a Suggs-esque vocal style, the scene is set for a quality,

capital Q, collection of fresh, intrinsically English, observational lyric'd numbers. Influences, whether direct or indirect, shine through at times, notably on the co-written (with Wendy Solomon) track Fixtures And Fittings, which conceivably could be a 'lost' song from Albarn. The Beach Boys' fingerprints are detectable on Little Hope, while there's a hint of Morrissey on No Need For Violence. This is one hell of an album, early days as yet; nonetheless, good old-fashioned British guitar pop music at its best.

Sarge



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HELLRAISER

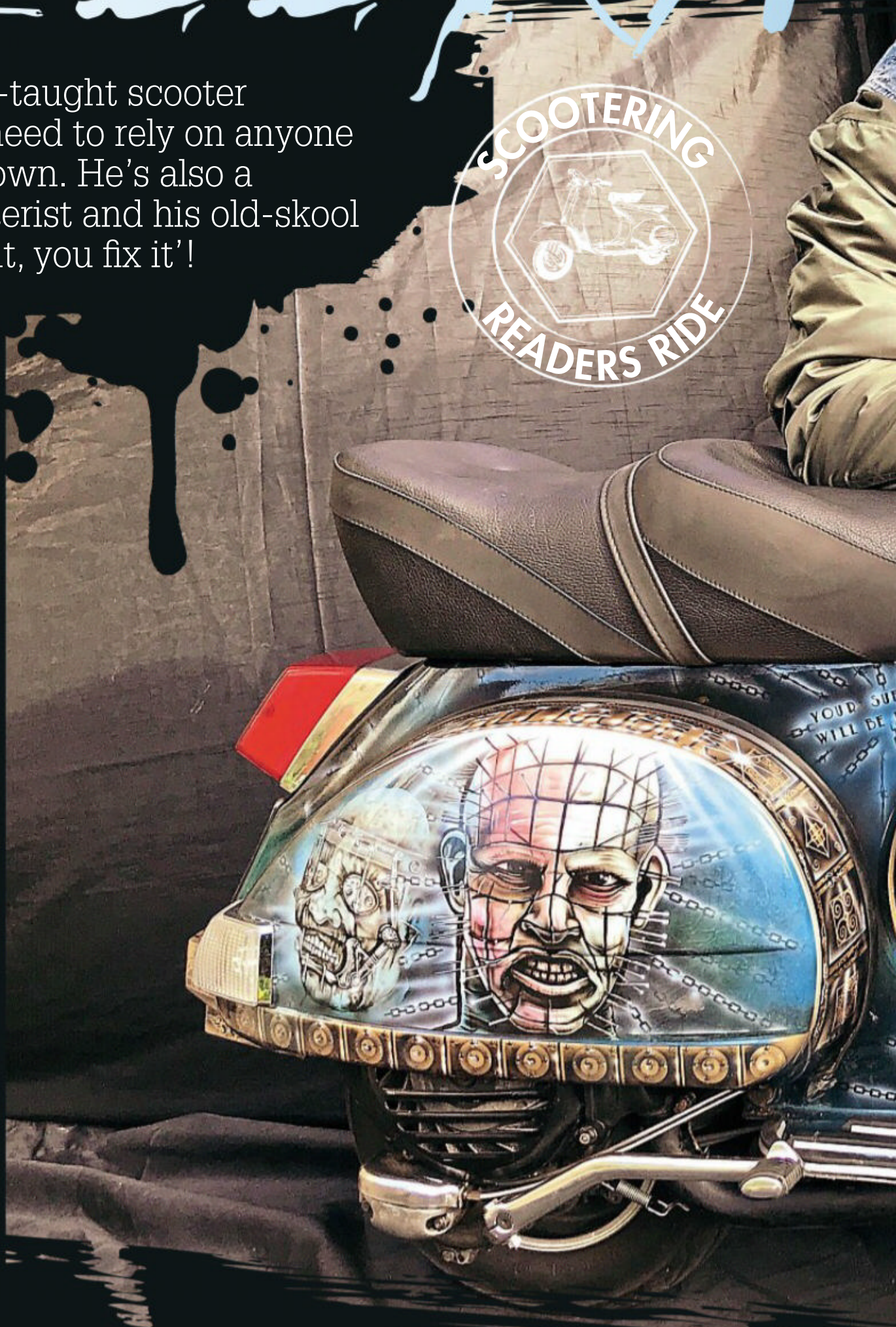
Colin Middleton is a self-taught scooter mechanic who doesn't need to rely on anyone in the event of a breakdown. He's also a regular rally-going scooterist and his old-skool attitude is... 'you broke it, you fix it'!

This approach might seem pretty blunt, but Colin's been scootering for long enough to know his craft. Over the years he's had several machines of various guises, but this time he wanted a change to a full-blown custom scooter, which would be based on his favourite film, the iconic '80s horror movie Hellraiser. "I'd previously had a cut-down scooter, which was based on a skinhead theme and was called This is England. My full-frame scooter was up for a change and that had also had two skinhead themes. Gatch had been involved in the work on my previous scooters and I contacted him to see what ideas we could come up with."

Open the box

To briefly explain the storyline of the film: it involves the resurrection of Frank, who'd previously opened the door to an alternate dimension through a puzzle box and had his body torn to pieces by creatures known as Cenobites. Years later, Frank's brother Larry moved into their late mother's abandoned house with his new wife, Julia. An accident caused some of Larry's blood to spill on the attic floor, which triggers Frank's resurrection. To complete his resurrection, he requires more blood which Julia provides by luring men back to the house while Kirsty, Larry's daughter, discovers Frank's puzzle box. Kirsty starts to play with the puzzle box, which leads her to meet with the Cenobites, who are led by Pinhead.

“All the characters in the movie are all individuals who at some stage in their lives opened the box. They couldn't distinguish between pleasure and pain, and they ended up getting more than they bargained for, which opened the gateway for me to start developing the art.”





OWNER DETAILS

Name: Colin 'Mido' Middleton.

Scooter club & town: Independent rider.

First interest in scooters: I've been into the skinhead scene from when I was about 18 years old and decided I would get a scooter. I'd always had mates who'd had them and the skinhead scene is pretty well populated with scooter riders. It just seemed like the next natural step.

Favourite style of custom scooter: Chops.

First rally or event: Skegness 2009.

How did you get there: On my scooter.

Favourite and worst rally: None really, I enjoy them all.

Furthest you've ridden on a scooter: Skegness, but I'm planning on doing Kelso this year after my pal Barney talked me into it when I was drunk on a rally in Germany.

What do you like about rallies: The beer! And the atmosphere.

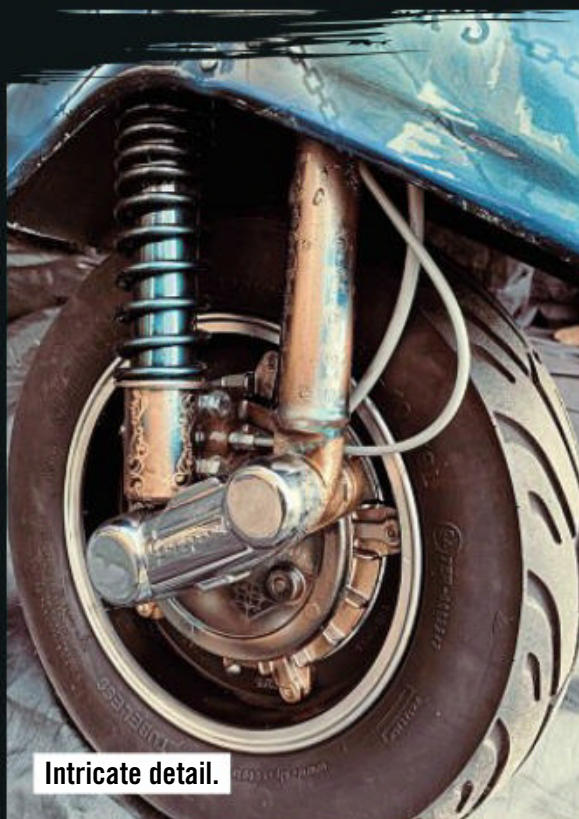
What do you dislike about rallies: I'm not too much into northern soul and they tend to play a lot of it at rallies!

Recommend one scooter part: Malossi 166 kit.

Most useless part you've ever bought: An Indian rear hub that sheared within a week.



Pinhead.



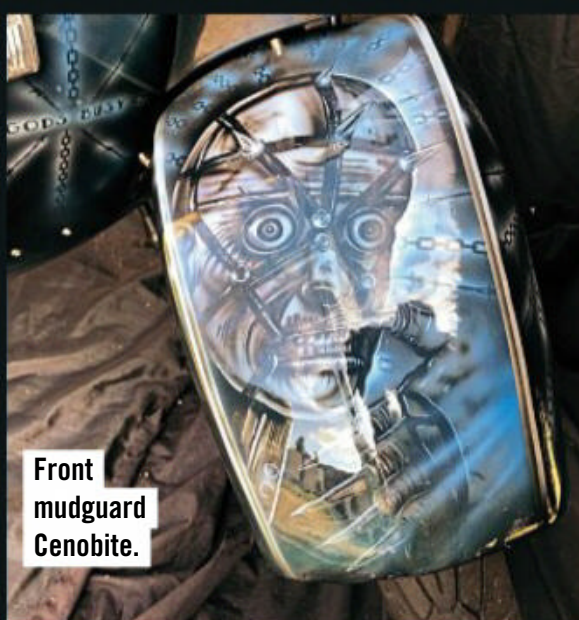
Intricate detail.



Legshield artwork.



Hidden horrors of hell await.



Front mudguard Cenobite.

SCOOTER SPEC

Name of scooter & reason: Hellraiser, after my favourite film.

Scooter model: Vespa PX125.

Date purchased & cost: 2009, £900

Inspiration for theme: The characters in the film.

Time to build & by who: Six months by me.

Engine spec

Kit: Malossi 166.

Crank: Standard.

Carb: Standard.

Exhaust: Sito Plus.

Top speed & cruising speed: Around 55mph.

Is the scooter reliable: Yes.

Paintwork & murals done by: Gatch.

Hardest part of the project: Wiring.

Advice or tech tips for anyone starting a project: Get an idea in your head and just go with it!

Thanks to: Gatch for putting up with all my different ideas and for all the different paint jobs he's done for me over the years.

Having decided that he wanted the scooter to be themed on his favourite film, Colin handed the body panels over to Gatch to set about the work. "The scooter couldn't be painted black; that would have been a cop-out. But with Colin being a rally-going scooterist who clocks up the miles I knew that I would need to use darker colours around the areas which would be most prone to wear and stone-chips," Gatch explained.

With plenty of gore and influential characters in the film there were a lot of opportunities for the artwork, so a careful balance had to be achieved. To support this, the contrast of the paint with the murals needed to be planned to make sure that it would bring out the best in the delivery of the theme and the artwork.

"All the characters in the movie are all individuals who at some stage in their lives opened the box. They couldn't distinguish between pleasure and pain, and they ended up getting more than they bargained for, which opened the gateway for me to start developing the art," explained Gatch.

Terrifying

The puzzle box is a portal to another dimension and in the movie the individual's darkest desires are being read while they're opening it; as the box opens they're taken to a place where they're led into a terrifying interpretation of their secret indulgences. As hooks on chains grab and tear their flesh, the physical pain and suffering enhances the mental pain and suffering. "I could have

had blood splattered all over it! But I wanted the scooter to deliver the darkness of the people who'd opened the box and interpret their personal hell. The black on the scooter represents hell, which is a format of the dark thoughts in those people's minds staying away from the biblical interpretation. In this interpretation, hell is a by-product of self-indulgent desires," said Gatch.

Bodywork

In order to deliver and connect the theme throughout the scooter Gatch used the intricate fretwork of the puzzle box to link the artwork together. On the front of the legshields murals appear of Pinhead and Dr Channard, while on the toolbox appears the only element of gore showing a mural of Chattermouth's teeth and Butterball. On the engine side panel are disturbing images of a Cenobite and Pinhead; while over the spare wheel the side panel delivers intimidating images of two Cenobites, one with its throat torn apart and held open with hooks inflicting constant pain and suffering. As well as the puzzle box fretwork art there are also quotes around the scooter from the film, which support the artwork and continue the momentum of the theme.

If you've seen the movie you'll be able to fully appreciate how Colin and Gatch have worked together to capture the storyline and deliver it in a format which represents the horror of the eternal pain and suffering inflicted by the Cenobites on those whose foolish curiosity led them to open the box.

Words and photos: Stu Smith

RELEASE & CENSORSHIP

Hellraiser had its first public showing at the Prince Charles Cinema on September 10, 1987. The film was released in the United States on September 18, 1987 and grossed \$14,564,000 in the US and Canada.

Initially the film was banned in Ontario by the Ontario Film and Video Review Board. It was deemed "not approved in its entirety as it contravenes community standards" and was banned because of its "brutal, graphic violence with blood-letting throughout, horror, degradation and torture".



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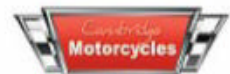
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See FB for more details or 07973 262742.

18 Southern Counties Scooter Show & evening do, East Preston FC, Littlehampton, BN16 1ES.

18-19 Ratter SC & The YSA present Beano @ The Brig, tel Tony 07908 918963 or Roddo 07980 099918.

24-26 National BRSA #5, Weymouth.

24-26 Tin Soldiers SC weekender, Scots Club, Bletchley, Milton Keynes, MK3 5BX

24-26 AONSC 35th Anniversary Rally, Southam Rugby Club, Station Road, Southam, Warks, CV47 2DH. www.aonsc.co.uk

31-02 Messy 6, Lucarlys, Cleethorpes

31-02 Salford Knights Rally on Regardless

31-02 Solent Cougars 20th Anniversary, Southampton.

31-02 Devizes Rally, Rowde, Wilts, SN10 2QW.

AUGUST

07-09 Oddballs Rally, Abingdon RFC, Oxfordshire.

14-16 Great Yarmouth Rally hosted by Sidewinders SC, All at the racecourse, NR30 4AU.

21-23 Watlerstock, Chesterfield RFC, S41 9BF.

21-23 British Vespa Days, Rutland Showground, Oakham, LE15 6US.

21-24 Wangerland Summer Meltdown, Germany.

24-26 Summer Scrum by Driffild Midnight Runners - 10th Anniversary, Driffild RFC.
Tel 07868 050620.

28-31 National BRSA #6, Isle of Wight.

SEPTEMBER

04-06 Mersea Island, Colchester, DVLC

11-13 The Flatlanders SC & Johnny Cash SC present Johnny 6 Fingers Rally, Flax Farm, Scole, Diss, Norfolk, IP21 4DH. Information on FB: Johnny 6 Fingers.

18-20 Rhyl Scooter Weekend, Robin Hood Holiday Site, Rhyl.

25-28 National BRSA #7, Woolacombe.

OCTOBER

01-05 Skamouth weekend

04 Wicksteed Parts Fair, nr Kettering, Northants, NN15 6NJ.

23-25 National BRSA #8, Southport Trade & Custom Show.

NOVEMBER

07 Banbury Soul Club 17th Anniversary, Banbury Utd FC, OX16 5AB.

13-16 VFM* Great Eastern, Mablethorpe (tbc).

20-23 SWSC Rally, Warmwell, Dorset.

22 Walsall KW Parts Fair, Bloxwich Living Centre.

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Once the cleaning-up operation has been completed and your Lambretta is back in one piece, you can now return it to the road. By preserving its original condition in some way you saved a piece of history – but it doesn't stop there. A lot of the dirt was protecting it from the harsh environment of the road. With that now removed, the frame and bodywork are once again exposed. A lot depends on what the condition of the paint is like, certainly underneath. If a lot is missing then action needs to be taken to make sure corrosion doesn't set in once again.

First line of defence...

The easiest way to protect any kind of paintwork is with wax. Once applied, it makes the surface look clean and shiny regardless of how old the paint is. In theory, it gives a barrier which is supposedly waterproof. The problem is, how long will that last? Does it mean every time you go out for a ride and it rains you must immediately go back home and wax it? That depends on the quality of the product you are using. If it did mean yes, you would need to reapply every time, then it would become expensive – not to mention you would spend the whole of your life doing nothing else but polishing your Lambretta.

The problem is most waxes are formulated to go on to modern-day machines with new paintwork, not some 60-year-old scooter with bits of it missing and painted even before The Beatles had a record deal. A good product to use is Anchor Wax made by Morris Lubricants. When applied it leaves a thin clear coating that prevents water from penetrating the surface. It can remain a little tacky for a while and is better to use on bare metal



Before: a completely original but tired-looking 1966 SX200.



From the same angle after the preservation has been completed. A total transformation breathing life into the paintwork once again.



Even underneath the side panels, everything is now in pristine condition.

areas rather than the general paintwork. It is a product widely used and very popular with owners of VW camper vans who have a similar problem when trying to preserve unrestored bodywork. An application will last quite a while and so only needs doing every now and then.

Protect the paint

Keeping the paint finish looking shiny depends on how much aftercare you give

it. Having been in place for decades, there is little chance of any more falling off, unless you leave it in the back garden of course. Just because it's not going anywhere doesn't mean you shouldn't still look after it. After all, what is the point of doing a full preservation and then neglecting it? Most modern waxes will keep the paint looking shiny and fresh but beware of getting a build-up around awkward areas. This can be around the



Preserving a machine's paper trail is just as important and not only gives provenance but also tells its historic timeline.

edges of the rubber trim gaskets, the screw heads that hold the bodywork together and any recesses.

Cleaning needs to be very thorough after waxing otherwise there will be a build-up in these areas and it will start to look untidy. There are other options such as sprays which are widely used within the motorcycle industry. Many are aimed at removing flies and general road dirt from fairings and windscreens. These products will work well on old paintwork and remove any dirt once you use your Lambretta on the road. Even if it has been out in the wet they will clean the surface quite easily. You can even use general furniture polish on the paint such as Mr Sheen. It is a mixture of cleaning solvents and wax in a spray and doesn't harm the paint in any way. Not only does it remove dirt but it also leaves a smooth surface. As an added bonus all the rubber trim such as runners and the outer edges of the body panel gaskets also get a nice shiny finish on them.

Mechanical endeavours

Keeping the engine clean all depends on how much the Lambretta in question is used. The more frequently it is used, the quicker the build-up of dirt and oil on the casings will be. If it is used regularly then they can be cleaned by using carburettor cleaner. The fluid is ejected out of the can at high force and will quickly remove dirt and oil. Use a cloth to clean off residue but do it straight after spraying as it evaporates very quickly and will leave a mark otherwise.

Regarding the upkeep of the engine, don't think if it's not being used much it



From the opposite side: almost as good as the day it left the factory.



shouldn't be looked after. If it doesn't run for long periods, fire the engine up every now and then, allowing oil into the top end through the petrol mixture and also stirring up the oil around the transmission. Select first gear and make sure that the clutch is working correctly. Being left for a long period of time without use can cause the plates to stick. Make sure the lights are bright and if they are dim this suggests that the flywheel may have lost magnetism. Assuming you are using an original points-type flywheel, even without use it can lose magnetism. If this does happen, simply get it re-magnetised to make sure it's working perfectly. If you have a battery system then disconnect it if it's not being used for a long period and trickle-charge it before use to keep its longevity.

Road rubber

Tyres have always been a problem on a preserved Lambretta purely because of how they look. Modern-day tyres don't look right, certainly if they have a sports tread. The ideal solution would be to use something period, such as Michelin ACS. The problem is they haven't been produced for almost 30 years so even if you found some unused ones, after all this time they cannot be guaranteed to be safe. By all means, fit some original tyres if you only have your Lambretta stored or on show but out on the road they aren't safe to use. If using modern-day tyres remember to keep them inflated if off the road for any period of time. If they are left to go flat then the sidewalls can crack and start to perish.

Finishing touches

Period accessories are fine to use, whether they came with the scooter originally or not. If you want to fit an old AA badge, for

example, don't worry if it leaves a mark on the paint as it adds to the overall look. The same for racks or bars – it's your Lambretta, so you have the freedom to choose what you want to fit. Only use period items though, as re-made ones will look rather out of place.

As previously mentioned, an original tool roll or manual for your specific model will be a nice finishing touch. If your Lambretta came with them originally then that is no problem but even if it didn't, it doesn't mean to say you can't try to find one. If you do find one it doesn't mean that there is an issue because it wasn't the one your Lambretta left the factory with in the first place. Collect as much history as you can like sales leaflets, road test reports, etc., it all adds to the history. Also, you may have a load of MoT certificates and road tax discs. Preserve anything like this and when road-tested every year, keep those as well. By doing so you are extending the history of the machine and keeping an up-to-date trail of its provenance. When you purchase the scooter ask for a receipt – it's

“ If you do discover that elusive barn find or hidden gem, then think hard about what should happen to it. If you want a Lambretta to restore... that's fine, but doing so to an original condition scooter does seem such a waste. ”

all part of its life that should be recorded.

The final part of this series looks at what can be achieved even when you may not think it is possible. Usually when you buy or find an original condition Lambretta it is in one piece. If the condition is good enough you know it will be easy to preserve it and can do so. Sometimes that is not the case and many have dismissed saving an original machine because it is not in one piece. Over time a lot of examples have been found where they have been taken apart many years ago, sometimes in hundreds of pieces but everything remaining together. Quite often the reason was for storage or simply the owner planned on overhauling it but never got further than taking it apart. One of the advantages of this was they have often been stored somewhere dry and therefore the condition remained very good.

Historical jigsaw puzzle

If you do come across one in this state then don't write it off. Many good examples have been found this way and fully preserved. When first looking it may be difficult seeing it all in pieces, wondering if everything is there. Even if something is missing such as a footboard, for instance, don't worry about it. We have discussed replacing missing or damaged components already. Not purchasing an example that has been taken apart in the past because a couple of parts may be missing is a missed opportunity.

If you do find one this way, look at it as a huge historical jigsaw puzzle that needs putting back together. There is a great satisfaction to be had in saving something the majority would simply have repainted and restored, wiping its history away when there is no need to. If you do purchase one

in this condition ask the owner for everything as usually they will have kept its paper trail too. Make sure you get all the components and when back home lay everything out in the garage or shed in front of you. Make a note of anything that is missing or damaged that can't be used. You can then search for those parts while doing the preservation. Don't be surprised if you do find everything though. It seems someone who has hoarded a Lambretta in this state for such a long time will be inclined to keep everything.

Preserved for future generations

As the opening line of this article suggests, by doing a full preservation you are not only saving a piece of Lambretta history; you are preserving it for the future. We can't go back in time, only forward, and once a machine's originality is removed it can never be put back. Years ago there were plenty of good original machines to choose from, even in the early 1990s when many were exported to the UK from Italy. Even the majority of these are now long gone and finding one either here or abroad is becoming harder and harder.

If you do discover that elusive barn find or hidden gem, then think hard about what should happen to it. If you want a Lambretta to restore... that's fine, but doing so to an original condition scooter does seem such a waste. It doesn't really matter what model it is – even the more common or lesser value ones should be treated with great respect. There is a great sense of satisfaction in preserving a Lambretta and saving it. So much so, that in a way you become part of its history as well.

Words and images: Stu Owen



Who can forget one of the most famous Lambretta finds ever. The priceless Supertune low-line found in an appalling state, but many man-hours later, put back to its former glory.



A rare American SX 200 dealer special found in an old warehouse in a rather poor state and covered in overspray.



Left under a pile of old furniture and carpet, this TV 200 was stripped in the 1960s and remained in the same state until discovered a few years ago.



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SINCE 1967
TROJAN

From Kingston - Jamaica to London's Streets

Building a Dream

When retirement beckoned for Kev Lindley it presented the perfect opportunity to complete a long-held ambition, building a tidy Series 2.





Unlike many who feel the need to constantly evidence their past, Kev is one of the most relaxed scooterists it's possible to meet, probably due to the fact that his pedigree is impeccable. His brother, Chris, was one of the original 1970s scooterboys and a leading light of York S.C. With a constant coming and going of scooters at the Lindley family home it was inevitable that Kev would catch the bug and the Mod revival sealed his fate. "I was 15 at the time of the revival," he began. "My first gig was to see The Selector at Leeds University. I've never really looked back."

Although he's been a member of Leeds Central S.C. for more than two decades, Kev's had the odd flirtation with motorcycles. He's a big fan of Yamaha's liquid cooled RD series, but it's scooters that have always held his heart. "I've owned the same GP for 20 years, it's had various incarnations in that time and is currently fitted with a TS1. I could never sell the GP but I've always fancied a Series 2."

Early retirement meant that Kev had



Kev, a man of ambition.

both time and more importantly money to fulfil his dream. When a friend sourced a Spanish LI150, Kev could not have been more pleased. "Top of my list was the Spanish version with a turning mudguard, I got a fair deal and soon had it stripped." For a scheme Kev turned to the iconic Rallymaster. For the uninitiated the Rallymaster was a special edition produced by the British concessionaires to fill the needs of the sporting rider and to offload stocks of

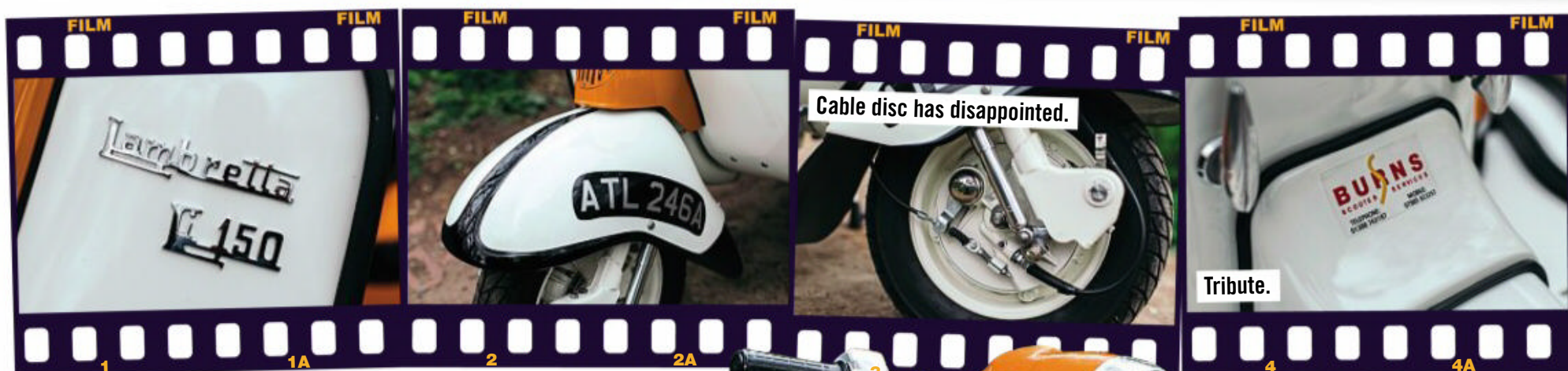
“ I've owned the same GP for 20 years, it's had various incarnations in that time and is currently fitted with a TS1. I could never sell the GP but I've always fancied a Series 2. ”

Woodland, the Rallymaster's natural environment.

old machines in anticipation of the Series 3's arrival. Much has been written about the Rallymaster's specification, but it can be summarised as distinctive striped panels, a turning front mudguard and a host of accessories that appealed to serious competition riders.

There have been some notable restorations and recreations over the years, many of them inspired by remade accessories from Keith Newman at K2 Customs. For his build Kev was more interested in the look than a slavish adherence to specification, the most obvious example of this being his choice of colour. "I'm a lifelong Leeds fan – the Rallymaster's original red scheme was out of the question," he laughed.

For paint Kev turned to the same friend who'd supplied the scooter, Sean Burns, and the quality is only to be as expected. In fact Kev's Rallymaster was one of the





MAN & MACHINE

Owner: Kev 'Lal' Lindley.

Hometown: Leeds.

Club: Leeds Central.

Favourite Scooter: GP.

Make: Eibar Lambretta.

Model: LI150 (1963).

Engine: BGM 196, 25mm Dell'orto, BGM Clubman exhaust, LI150 gearbox.

Paint: Sean Burns.



last machines to pass through Sean's hands before his untimely death. As Kev also lost his brother Chris at an unfairly early age, he sees the Rallymaster as a memorial to both men.

For the engine build Kev turned to fellow Central member Darren Ellis, opting for a BGM 196 conversion. Overall the build took around 18 months so the obvious question to ask is whether it lives up to expectations? "It's certainly very different to the GP," said Kev. "It feels much larger than the slight increase in size should dictate and is a much more sedate ride. The BGM kit is obviously a massive improvement over the standard specification but it lacks the power of my TS1. If I was doing the build again I'd go for something with more punch. Having said that a lack of power might not be a

bad thing, the cable operated disc has been a real disappointment. I'm not sure it's much better than the drum!"

A man of many interests, Kev now mainly attends local rallies but has never lost the passion for scooters and scootering in all its forms. As his Rallymaster shows, there's always time to complete that long-desired build. What's stopping you?

Words: Stan

Photographs: Gary Chapman



Rallymaster stripes do make it look faster.

COLOURS



of my mind

The 1960s was the decade of outrageous fashions with the use of bright vivid colours. The Lambretta was the perfect choice to exploit its potential, and this one does just that...



Quite simply a colour explosion



The 1960s was definitely a decade like no other, when everything seemed to explode into life. Nothing could escape its clutches in an era when anything was possible. Music and fashion were definitely at the epicentre. As the Mods became out of favour, in moved psychedelia with its outlandish creations. As it did so, everyone wanted to cash in on it with anything they could and in any way possible. The scooter wasn't directly involved, even though Innocenti had started using some rather bright colour choices by 1968. It was accessories, if anything, that became the centre of attention.

Power by flower

The October 1967 edition of Practical Scooter featured on its front cover a Lambretta TV 200 emblazoned with psychedelic flowers. At first glance, it

seemed an impressive piece of painting, but upon closer inspection that wasn't quite true. The inside pages told the real story – sheets of stickers stuck on randomly to give the desired effect. Unfortunately, their fragility would no doubt be exposed by the first bit of rain, or stones flying up off the road. Probably why no evidence of any scooter having been subject to this crude form of customisation has ever been found from that era.

What the magazine article did do was leave an imprint for future generations of scooter owners to use as a source of inspiration. All that was needed was for such a person to try and re-create it. Almost 50 years on exactly that has happened and the result is clear for all to see. A bursting overdrive of technicolour adorning every part of bodywork a Lambretta has to offer.

A complicated design for a modern-day painter to accomplish you might think, and if that's the case then rightly so. But if the idea came from how they did things in the 1960s, then why not try to do it the same way now.

Living in the wrong time

Those who have met Nigel Lees will know his influence revolves around the past and in particular the 1960s. Not that that's a bad thing, far from it, but many aspects of what he does centre around that era. This includes his love for scooters both Vespa and Lambretta and has done so for more than 30 years. Nigel will openly admit his real passion is for the Lambretta and in particular the SX 200. Having owned several over the years in various guises, he decided it was time to do something different.

Owning a copy of the already-mentioned edition of Practical Scooter, this would be the source of his inspiration. Nigel is a perfectionist and when doing something it has to be exactly right. Getting the design he had in mind painted was definitely possible, there are plenty of accomplished airbrush artists within the scooter scene who are more than capable of producing such work. The problem for Nigel though was he wanted to do it how it was done back then.

Re-creating the past

There were two main issues when it came to trying to do it this way. Firstly that to do so would take hours and hours of time, not forgetting it would be almost impossible to lay the transfers around the contours of the bodywork. More worryingly, the transfers themselves didn't even exist. Nigel had had some vinyl sheets of stickers made up in the 1990s when he first had the idea of doing it. They were awkward to cut out and where each one

OWNER DETAILS

Name: Nigel Lees

Job: Owner of Top Sounds record label

First interest in scooters: Met a couple of Mod guys in the late-'80s who both had scooters and it fired my enthusiasm.

First scooter: Jet 200

Favourite scooter model:

Lambretta SX 200

Favourite style of custom scooter: '60s dealer specials, modded-up scooters

First rally or event: Hastings 1991

How did you get there: Ran in a newly restored SX200 (this Lambretta actually) all the way there and all the way back!





The original Frettons of Coventry dealer badge put back in place

SCOOTER SPECIFICATIONS

Scooter model: SX 200
Date purchased & cost: 1990, £250
Inspiration for project: The October 1967 edition of 'Practical Scooter And Moped'
Time to build & by who: About a year, scooter built by myself, engine built by Stuart Owen.
Any specialised parts: No specialised parts bar the waterslide transfers of course, though I should mention I went out of my way to get as many original parts as possible, such as badges, original runners, front dampers and such.
Top speed & cruising speed: 65mph
Is the scooter reliable: Yes even though the flywheel needs re-magnetising every now and then.
Paintwork & murals done by: Yellow base coat by I-Paint
Is there any powder coating: Internals such as rear mudguard, tank, cowlings, airbox, toolbox, seat frame and clip.
Overall cost: Approx £5000
What was the hardest part of the project: Placing the water slides on
Any advice or tech tips for readers: Don't do a Flower Power scooter, fun but a real pain at times
Anything still to add to the scoot: Original matching psychedelic spare wheel cover would be nice
Is there anyone you wish to thank: Stuart Owen, Bruce Brand, Matt at I-Paint and Jeff Hutchinson who did the write up on the original flower scooter back in '67.



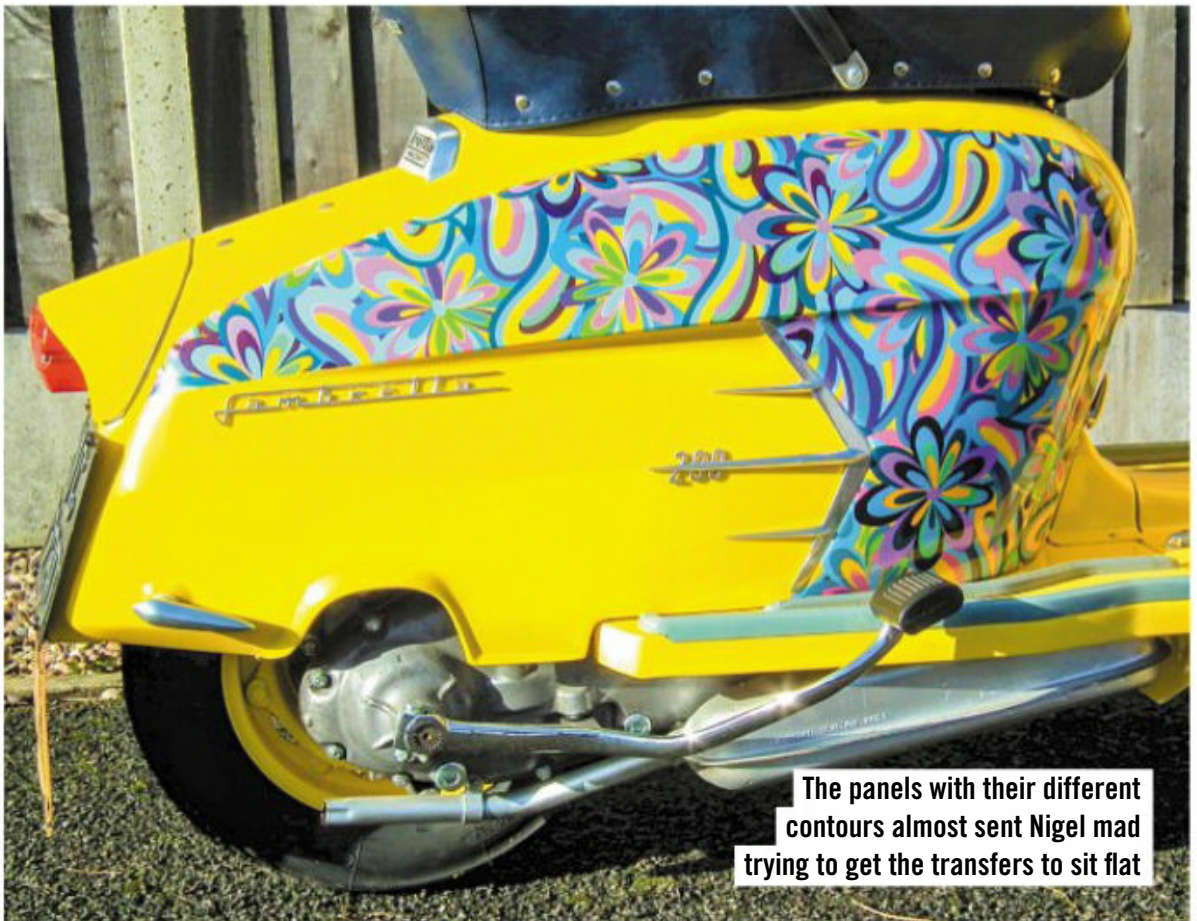
1. The attention to detail is clear to see
2. Nothing fancy with the engine, it wasn't required
3. An original mud flap looking slightly battered –

4. A period piece extra, perhaps to break the colours up a bit

overlapped they stuck out too far and began to peel off. The simplest way would be to get some waterslide transfers made, but finding a company that actually did this would be as difficult as putting the things on. As you can guess, there aren't many manufacturers of this antiquated way of doing graphics still in existence. Three to be exact. Well that's all Nigel could find and with the first two saying no to his request, things were looking bleak. Finally, a company in Northampton agreed to his needs, but it wasn't going to

be cheap, with the amount required running into several hundred pounds. It wasn't about the cost for him though, it was about doing things right. An image needed to be drawn and saved to a PDF. Luckily Nigel with a vast collection of 1960s memorabilia had the exact pattern on an original seat cover. That was used as the template to draw around and using the same colours the transfers were completed.

Waiting game...
 It soon became apparent that getting the



The panels with their different contours almost sent Nigel mad trying to get the transfers to sit flat

transfers was far and away the easy bit. Having for more than 20 years owned the Lambretta whose tin-work would be subject to them, it was time for a rebuild. Completely stripped and dry built, the bodywork was ready to be painted. The correct base colour was required, one which would allow the transfers to fully stand out. In the end, a bright canary yellow was deemed to be the right choice. Everything was sent away to the sprayer, in this case, Matt at I-Paint with what seemed a pretty straightforward job.

That wasn't to be, because of how the next stage would progress. The plan was to paint each part and lacquer it over to give the perfect finish. However any panel requiring transfers would need them putting on without the lacquer being there first. Once the transfers were in place the panel could be taken back to the painters and finished off. The reason for doing this was twofold: laying the transfers on a shiny surface would make it almost impossible to keep them in position, and when finished there would be no way of protecting the delicate surface from the elements. Going to the lengths of laying the transfers on the surface how they would have been done originally and then lacquering over them might seem odd, but the reality is it was the only way to protect them and give longevity to the creation.

So the plan was set and the 'simple' task of laying the transfers on the surface begun. Even Nigel admits it was like some form of torture. Each transfer required cutting out individually and then a pattern was laid down on a table before attempting to put it on the panel. Laboriously done, one at a time, some splitting as they were laid over a contour, it took several days just to do one part.



Nigel's original collection of seat covers used as the template. If anyone has a wheel cover the same he is looking for one



Everything factory standard just as Innocenti liked it



Cosmic overdrive

Even Nigel can't remember how long the leg shields and side panels took, but it ran into weeks. Finally, after several months and with all the water slides in place, it all went back to the painters to be lacquered over.

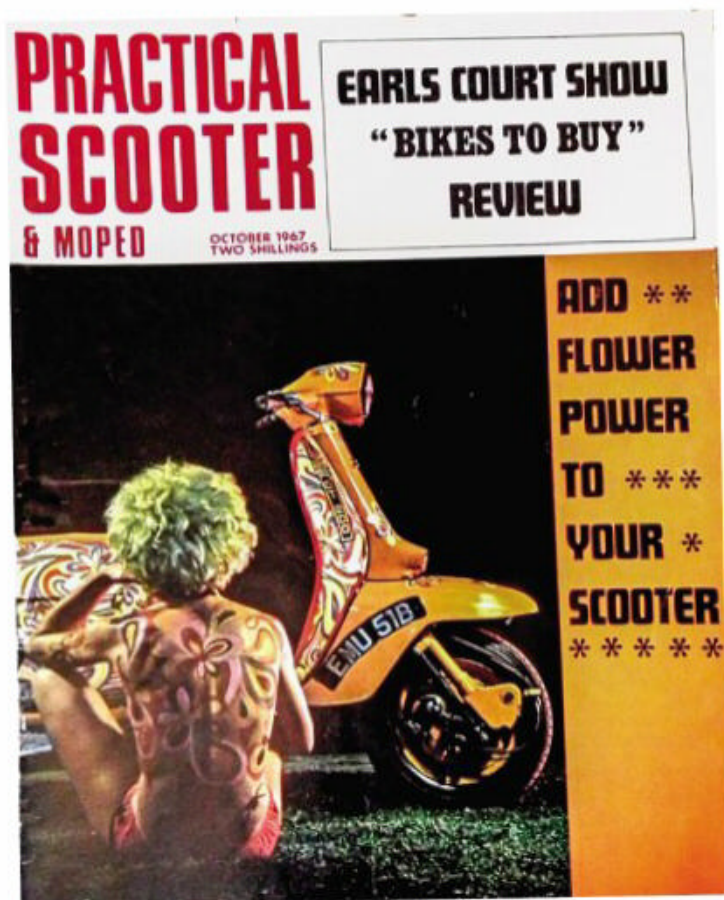
Standard affair

Nigel is one of those 'points and condenser' Lambretta owners; in other words, he likes to keep things the way they left the factory. This meant everything right down to the last jet, which is fine. After all, this creation isn't about big tuned engines, chrome and engraving. It's all about creating something from the past as accurately as possible. It's no good having a hole cut out of the side panel for a huge carburettor to breathe or a great big

exhaust taking your eyes away from what is the real prize. By keeping it standard, Nigel has made the paint, or in this case the transfers, the centre of attention. Not that they're going to go unnoticed being like some sort of colour explosion.

Being creative in the scooter world isn't easy these days, as most ideas have been tried before. This creation isn't anything new, it dates back to the 1960s. It works because it's a clever interpretation of the original and not an exact copy. Not only that, it uses the same methods that were used back when the idea was first introduced. I can't imagine Nigel or anyone else ever trying to do it this way again, so dare I say it is a totally unique custom scooter, the likes of which won't ever be seen again. Just in case anyone has the same idea, Nigel has a few sheets of the water slide left over. Cue sitting in front of the TV every night for several months with a pair of scissors and a bowl of hot water.

Words and photographs: Stu Owen



The original magazine that provided the inspiration for the project, and only 25 years in the making

“Owning a copy of the already mentioned edition of Practical Scooter this would be the source of his inspiration. Nigel is a perfectionist and when doing something it has to be exactly right.”

SCOOTERING EXTRA

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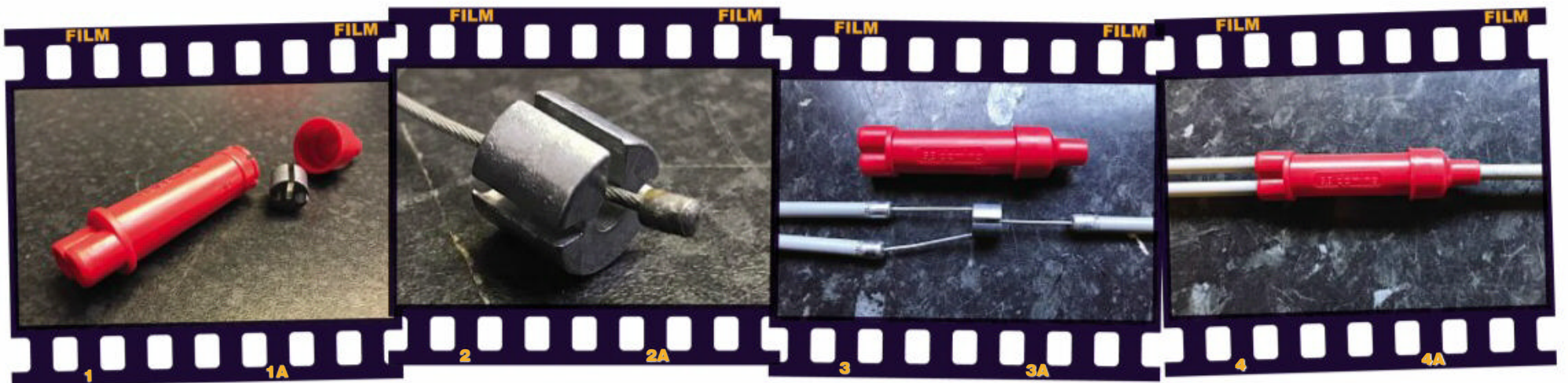
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Not just for Targas

Whether it's a radical custom, one-off restoration or an exotic like our Targa Twin, scooters have one thing in common – namely cables. Fortunately, Carrot Cycles have everything covered.

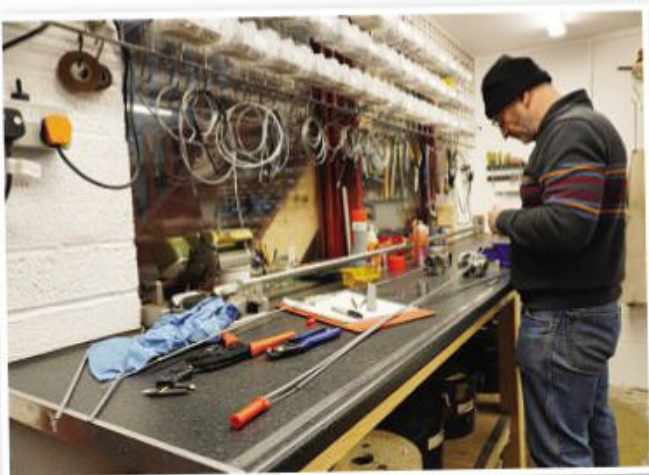


Nestled in the shadow of Lincoln Cathedral, Carrot Cycles is one of those fantastic workshops that once discovered are impossible to live without. The brainchild of business partners Phil and Pete, Carrot Cycles specialises in bespoke cabling for anything that passes through their workshops. “Both Phil and I are engineers by training,” explained Pete, who’d agreed to look at our Targa Twin. “We were both into the custom bike scene and just like everyone else always found it difficult to locate bespoke cables. We thought that there might be a niche in the market and the rest is history.”

Looking around their workshops it's hard to imagine any cable-related part or accessory that the duo doesn't stock. They'll happily remanufacture any cable and offer three levels of service. The preferred option is to book the bike into their workshops where they'll build a



Just a selection of Carrot's stock.



Building the solution.

WHAT'S THE PROBLEM?

The Targa engine is supplied with a set of cables designed to convert the Lambretta's single carb set-up to suit the twin. Two 'splitters' are provided, one for the choke and one for the throttle. The splitter is basically a sealed plastic tube that one cable enters and two exit. The join is achieved by a metal block which slides inside the tube. This is machined to accept cables in the same way as a throttle slide. It's a method used by manufacturers the world over but has one weakness – soldered 'throttle' nipples are required at each end of the cable. Adjusting them for length can be a difficult process and this is recognised in the fitting instructions.

Fitting two splitters and four extension cables on to the existing choke and throttle cables is a space-consuming exercise. Of course it's possible to shorten the throttle cable by the length of the extension pieces but then the splitter is exposed to road grit. Moving the splitter in this fashion creates another problem: the extension cables route in different ways. With no built-in mid-point adjuster and minimal take-up at the carb, more than one owner has described setting cables up as the hardest part of setting up the Targa Twin.

SPACE SAVER

One of the key challenges in cabling the Targa Twin is space. A common solution is to remove the toolbox but that's not an option for me. I need it to use as Innocenti intended, carrying tools. Having spoken to Dan, then Pat Joynt at Saigon Scooter Centre and finally Tino and Tim at Targa HQ, I'm freeing up space in an experimental fashion by only chocking one cylinder. The left carb will be cabled as standard and used as a 'starter motor' for the right cylinder. If necessary I can take the panel off and use a flip choke on the right carb. In theory it should work...

bespoke solution. However they recognise that not everyone can make the pilgrimage to Lincoln so will replicate old cables sent through the post. Finally, if it's a speedo for your 6in over forks there's a handy guide to measuring on their website.

Getting the measure

It was obvious that Pete knows his way around a bike and having spent two seasons spannering for Ducati in Moto GP that's only to be expected. After studying the Targa's layout and the supplied cables his verdict was delivered quickly. Instead of one long cable that split into two short cables close to the carb, he'd turn things on their head. His solution was to run the short cable behind the horn-cast where it

split into two, the long cables running to the carburettors. Contrary to initial thoughts there was no need for mid-point adjustment as Carrot could provide extended Dell'Orto adjusters. Finally, 45-degree angled tubes allowed cables to clear the frame. All these came straight 'off the shelf'. Cables were run alongside the frame tube, under the floorboards and crossed over behind the toolbox, left to right and vice versa. Because space is tight and the route is complex, Pete suggested using wire rope rather than the usual Bowden cable. "Rope is far more flexible, but only useful for applications such as throttle cables. It's too 'spongy' for brakes or clutch." To illustrate his point Pete held samples of both cables at



There's just enough room for a splitter behind the horn-cast.



Crimping machine for cable outers.



Getting to grips with the challenge.

arm's length. The Bowden held its own weight while the rope sagged, illustrating its increased flexibility. For ease of maintenance a self-lubricating insert was also fitted.

Multi-colour skins

The first question I had to answer was "What colour?" From stock Carrot provides black and grey outers – but with notice, and subject to availability, Phil and Pete can provide outers in other colours. "We do a lot of KTM orange," said Pete. "The minimum order is 10 metres but I'd guess that's pretty much

what a Lambretta would require. We've never been involved with a high-end custom scooter so anyone interested in being the first should give us a call!" Another option available from stock is braided outers. At first glance these look like hydraulic hose and are very popular with custom motorcycles.

"The downside with braided is that the outer diameter is slightly larger than standard," said Pete. When I point out that for years the embellishment of choice has been shower pipe, Pete laughed and said: "I think we can do better than that."

Bog standard

Two hours later our Targa Twin was completed, bespoke cables manufactured in front of my eyes and a redundant cable added for the inevitable emergency breakdown. As I shook Pete's hand to say goodbye, I asked if a twin cylinder Lambretta's one of the more unusual projects they've been involved with. He shook his head and replied: "Not even close. We once refurbished a cable-operated Victorian toilet." Sometimes even I'm lost for words.

Words and images: Stan

IT'S CR-RE

A bowl of Kellogg's Frosties and a geometry lesson sound like a typical school day but for Tony Johnson they were all part of building his stunning cutdown scooter.

If there's one scooter club that prides itself on thinking outside the box, it's Dirty Mills. Whether it's the infamous Mis Fit PX trike, a Mad Max-style GTS sidecar combination or Gupta's Steampunk Jet 200, their creativity has no limits. Unsurprisingly Tony, a long-standing member of the Mills, sees nothing unusual in theming a cutdown around a breakfast cereal.

Sweet dreams

Harking back, Tony laughed: "The project didn't start with that in mind. I've built a few scooters over the years but have always wanted to recreate a 1980s racer. Critically I wanted it to be centred around an original fairing. I found plenty but despite calling in every favour I could muster, begging and even offering large amounts of cash no one was prepared to part with one. I decided the next best thing was to build around the classic Vega legshield conversion."

Having formulated a plan the hunt was on for a project bike and a Series 2 cutdown was located

For 'amateur' paint, that's impressive.



aat



close to the rally town of Scarborough. “Never buy a scooter in the dark” is Tony’s short advice. “It was a good basis for a project, let’s leave it at that!”

Over the years there have been countless Series frames streamlined by fitting a set of Vega legshields. Being a member of the Mills, Tony was never going to be satisfied with replicating what had gone before. By club standards this is a very subtle build but on closer inspection the engineering is stunning. It may look like a tongue-in-cheek build but Frosties has what Tony believes to be a unique feature – rearsets that change gear without the use of cables.

Keeping it crisp

At this point it’s worth mentioning that Tony is an engineer by trade. Indeed most of the one-off components are products of his own lathe work. “I like solving problems and although it sounds very simple, there are good reasons why rod change has never been a popular conversion and it’s all to do with geometry.”

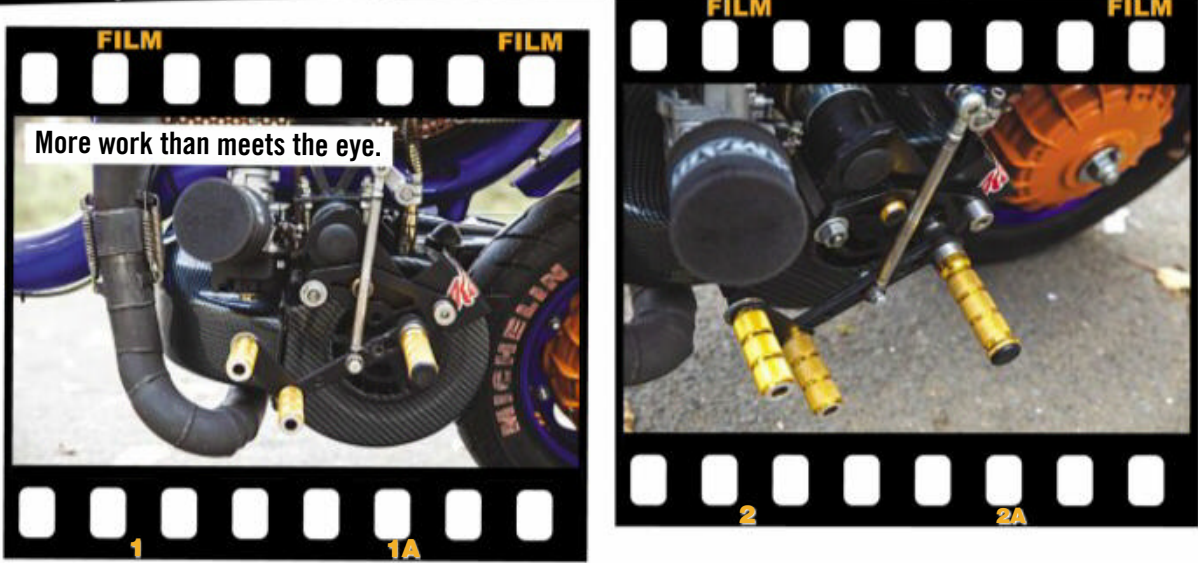
The main difficulty with any scooter

OWNER

Name: Tony Johnson.
Hometown: Wakefield.
Club: Dirty Mills.
Occupation: Engineer.
First Scooter: Vespa 50 aged 16.
First Rally: Margate 1988. “I had £30 in my pocket and wore socks on my hands because I had no gloves!”



Vega legshields are a classic look.



gearbox, Vespa or Lambretta, is that the gear selector moves at right angles to the frame while the hand selector moves in line with it. In a standard machine this change in direction is achieved by using a combination of cables and levers. However each component has to be carefully designed because with each change of gear the dimensions, angles and degrees of movement subtly change. There were very good reasons why Vespa abandoned the ‘rod’ system so early in production. Quite simply cables are easier to adjust, route and maintain. For mass production and daily use they’re perfect, but the downside is that feel through cable-

operated controls can be vague and that's not ideal on tuned engines. Most motorcycles don’t have this problem as the control lever is fitted directly to the gearbox but the Lambretta’s layout means that some form of linkage is required. With rearsets the problem’s exacerbated as the foot’s vertical movement must be converted into the gearbox’s sideways motion over a short distance. That’s the reason why cables have always been the preferred solution. “Everything, from working out the changing angles to modifying the clutch arm so that the rod would clear, was a real challenge. This was by far the hardest part

of the build but I think it was worth the effort. It feels much crisper and gives a far more positive selection than I've ever experienced with cables."

Boxing clever

If the engineering's subtle the paint certainly isn't – and as breakfast cereal isn't among the usual suspects for street racer schemes, an explanation's required. "I'd always seen the project in DTC colours," Tony explained. "There's only one person who should be producing that scheme and having spoken to Maca it was obvious that there was going to be a very long wait for him to complete the job. I'd always intended this to be a quick project so decided to take a very different course and asked around to see if anyone fancied a go at painting it for me."

The successful candidate, actually only applicant, was fellow club member Tim Lovell. No stranger to the pages of *Scooterling*, Tim isn't just the owner of long-lived classic The Greatest Love of All, a Muhammad Ali-themed PX, he's also a more than competent amateur painter. Anyone in need of convincing need only dig out our July 2018 edition which

featured his own gorgeous creation Infinite Thrill, a 1980s-inspired PX. "When Tim said he was interested I was really pleased," said Tony. "He came round to my house and we discussed possible themes over a brew in the kitchen. I told him that now the DTC scheme was out of the running I'd no real idea of where to take it. There was a box of Frosties on the worktop and I jokingly said, 'It could be that for all I care'."

With the frame transferred to Tim's loving care, Tony's attention turned to the engine. Having spent so much time on the rearsets, the engine build was relatively straightforward. The beating heart is a 225 Mugello that's fed by a 30mm Dell'Orto. "The exhaust is an old Sterling but the end can is a random eBay purchase," laughed Tony. "When I unwrapped it I thought it had come off a tractor. It looked massive but on the bike it seems to work. It's fair to say that Tim had his work cut out with the frame. "The amount of preparation work he had to do was incredible," said Tony, "but the result

SCOOTER SPEC

Type: Lambretta LI150 Series 2.

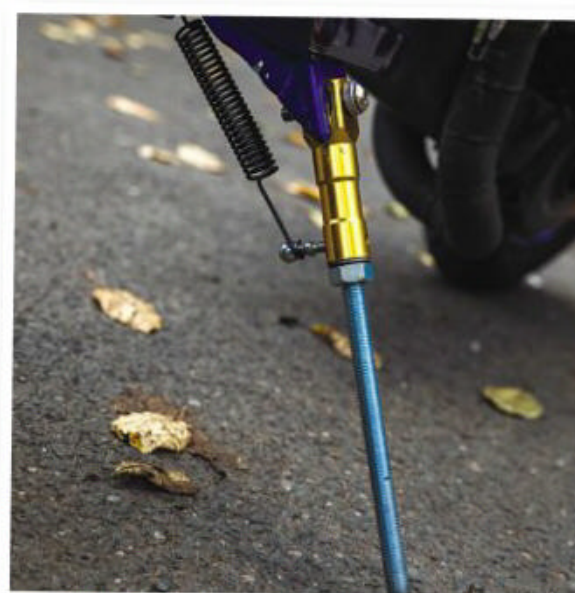
Name: Frosties.

Inspiration: "I wanted an 80s race look with a rod-operated gear change."

Engine: 225 Mugello, 30mm Dell'Orto, Sterling pipe with eBay end can.

Frame Mods: "Too many to list, but a special mention should go to Andy Brace who did the welding."

Paint: Tim Lovell.



Tony Johnson, home builder extraordinaire.





is first rate, I can't thank him enough."

At the time of our photoshoot Tony was still running in and dealing with those minor faults that all builds encounter. "I'm pleased with the riding position," he said. "The riding position is very comfortable but I'm not convinced the clip-ons have a particularly durable finish so they may have to go. I'm also unsure about the seat, it looks massive but is actually too small for anything other than short journeys. There must be some sort of optical illusion created by the orange cover so that'll be changed fairly quickly."

With Frosties, not only has Tony upheld the Dirty Mills' tradition of eccentric builds but he's also proved that even the most boring school subjects can come in useful at some point.

As for the finished product, it's Gr-R-Reaat!

Words: Stan

Photographs: Gary Chapman

“ If there's one scooter club that prides itself on thinking outside the box, it's Dirty Mills. Whether it's the infamous Mis Fit PX trike, a Mad Max-style GTS sidecar combination or Gupta's Steampunk Jet 200, their creativity has no limits. ”





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Max net torque:	7.5Nm @ 6,500
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Unladen Mass:	95kg
Starter:	electric and kick
Brakes:	Combined braking system
Wheels:	Front 3.50-10 Rear: 3.50-10
Seat height:	735mm
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SCOOTER BOYS

GARETH BROWN

Thirty years have passed since Gareth Brown's homage to a two-wheeled, two-stroke way of life was published. The first edition of his acclaimed book Scooter Boys, highlighting youth culture spanning half a century, was first published when Margaret Thatcher's reign as the Eighties Iron Lady was drawing to a close. Now, three decades on, Brown's book is back to enlighten and entertain a new generation – and rekindle memories for those who were scooter boys and girls back in the day. His informed knowledge of the initial Scooter Boy era has resulted in the 30th Anniversary Edition of Scooter Boys being refreshingly updated and published by Mortons, the home of Scootering and Classic Scooterist magazines.

Brown has been a 'face' on the scooter scene since the 1970s, when he was legally able to ride a motor scooter on the road, and scooter ownership and riding scooters has been a passion ever since. He rose to prominence in the 1980s as the scooter rally correspondent and later editor of Scootering magazine, which led to his book – a unique take on the Scooter Boy movement, history, traditions and culture. Scooter Boys charts the development of the early scooters and the post-Second World War arrival of the Italian scooters from Vespa and Lambretta, followed by the chronicling of the rise of 1950s teenage consumerism which led to the Mod versus Rocker riots of the 1960s. It outlines the intervening years before the massed Mod revival of 1979 onwards, when the Northern Soul scene kept the scooter movement alive, and traces the emergence of the unsung street heroes of the late 20th century and beyond.

RELEASE DATE: OCTOBER 11TH, 2019

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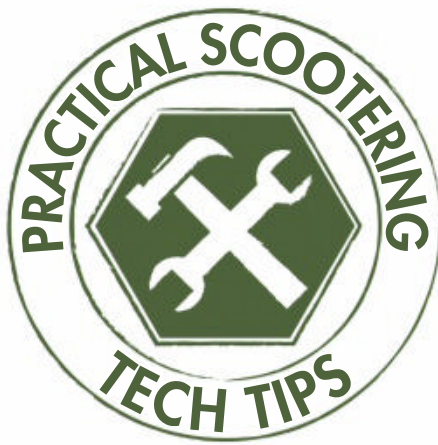
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TUNING: PROVEN RESULTS, OR A WASTE OF TIME?

There are some well-known and time-honoured traditions when it comes to tuning two-stroke engines... but are they all being judged and applied within the correct parameters? If not, then a lot of people may be wasting a lot of time, effort and money!



This is the standard cylinder transfer entry with 'square casting' on the entry wall edge – we radiused these.

What is tuning? Look it up on the internet and you will find this description: Engine tuning is the adjustment or modification of the internal combustion engine or Engine Control Unit to yield optimal performance and increase the engine's power output, economy or durability.

For most in the scooter world an increase in engine power would be perceived as the endgame for such modification work. But what actually achieves that end result, from the multitude of potential areas for

improvement? Will you achieve useful gains or just waste time, effort and money? Historically, many claims have been made for certain types of modification work, some claiming huge horse-power gains or tremendous torque attributes.

Transfer tuning

So for the first instalment we will look at what many would consider to be the most basic and commonly perceived area for improvement, which is matching and flowing of the aftermarket cylinder kit transfers to the crankcase. Many an internet forum post or discussion group on social media will see groups of owners discussing



Entry wall now shaped properly.



Cylinder transfer entry lowered to below base gasket level, to tie in with transfer flow over piston edge at BDC.

the merits of such work, with many who haven't carried it out during fitting displaying their regret of not doing so, and discussing the resulting loss of performance they are now suffering. But how do they all



Cylinder spigot transfer cutaways widened.

know this to be the case? Well it's obvious really... it's what two-stroke tuners have done for years, it's in the tuning books, and obviously the kit manufacturers/designers would not design their kits with the bigger transfer entries if it did not yield useful gains. Hundreds of internet posts and pub discussions have said the same for years beforehand, providing this conclusion to how the two-stroke engine works. Then, add to this that anyone who has seen a good performance motorcycle cylinder design – be it for motocross, road racing or karting use – will tell you about the huge transfer entries they have and therefore conclude that the way to obtaining such a similar power or torque must require a similar design.

Put the theory to the test

So to put it to the test we have many development engines that we undertake back-to-back testing on, to evaluate the effects of minor changes, and to see how each engine or cylinder responds to various modifications. It becomes very addictive and hugely time consuming, but the results and information gained are well worth the effort. Strangely, it's the areas you find that lose power that become your greatest learning curve, as they not only keep the power up by not doing them, but they also save you lots of unnecessary work in the future.

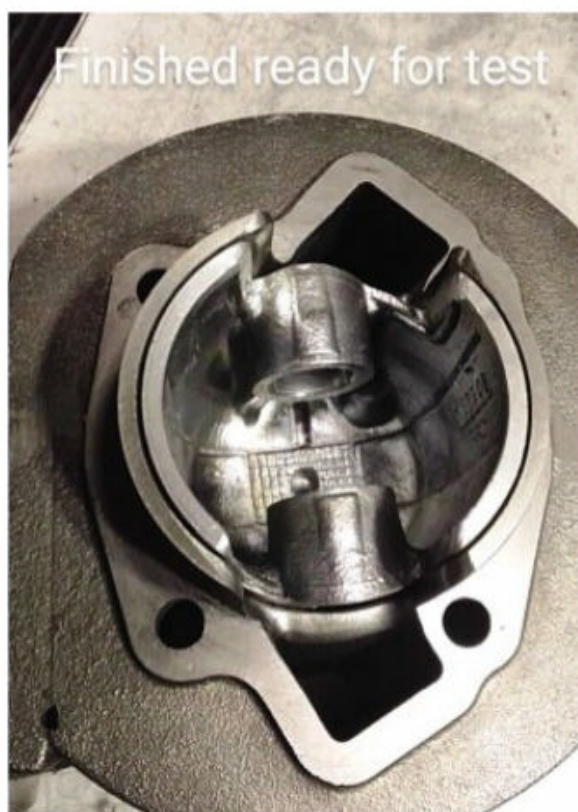
The test engine

At the time we did this, the Italian manufacturer Gori had just released a range of cylinder kits for Lambretta and at



Piston skirt strengthening rib removed to open flow path into transfer area.

a reasonable price. We had the 175 cast cylinder TV replica kit for the small-block 125/150 case. I found it quite appealing as my latest 'tuning puzzle' to amuse myself with, so snapped one up and we decided to set about a new testing project. The engine had a new ignition fitted, along with a 28mm carburettor, and ran on a new but standard 58mm stroke, 107mm rod crank, freshly built with new bearings and seals fitted etc. So it was a healthy base motor, quite typical of many out there. The base motor came in at around 11bhp so quite a good result for the kit, probably picking up a bit of power from the good ignition and 28mm open carb, and gives an insight as to how well the TV175 performs, as that level of power is closer to that of a later (standard) Stage 4 SIL 200 engine unit. The testing then progressed through various tuning steps;



'Extra Tuning' finished and ready for back-to-back dyno test.



Both sides of the piston skirt cut.

exhaust duration changes were made, along with inlet timing and transfer timing changes, all leading to its final power output figure of 17.6hp, while running on a modified Clubman exhaust that we had been playing with too. The development stage had got to a point where torque had just started to drop off in exchange for horsepower gains so had reached/gone slightly past its natural stop point for me when tuning a road-going engine, so I had concluded that the testing was over at 17.6hp.

But! Before we finished off and called it a day, I then considered that as we were still on a standard case and cylinder gasket face (it's how we do most of our builds) it would be a great opportunity to test the remaining areas left on the table, such as enlarging the case transfer feeds, along with piston modifications that were seemingly causing flow restrictions, plus some small detail changes normally associated with Grand Prix cylinders, and use these as a back-to-back test.

It's not over till it's over...

To start with, we began the comparison test with a set of base runs to set a datum, taking time to ensure that the motor was up to temperature, tyre pressure set, seating method comparable each run, etc. This is so that every variable can be matched like-for-like, as closely as possible, for each run. Then the cylinder was removed from the test chassis and work began on the cylinder, as can be seen in the step-by-step photo guide, making the various changes to the transfer entry areas. This test was quite interesting as the kit had the early type piston design, the one which appears to restrict flow quite badly into the transfer ducts, so not just a 'feeling' of tuning a cylinder, but when visually compared to what appear to be better designs, it looked like we were effectively de-restricting the



A 'big transfer' YZ250 cylinder, high power and high revs. Is this the key? Tune in next time to find out.

design (like taking the tube out of a moped exhaust header pipe). Surely these obvious restrictions would yield great gains! As it turned out, we ended up with quite a list of changes made, most of which are commonly done by a lot of tuners.

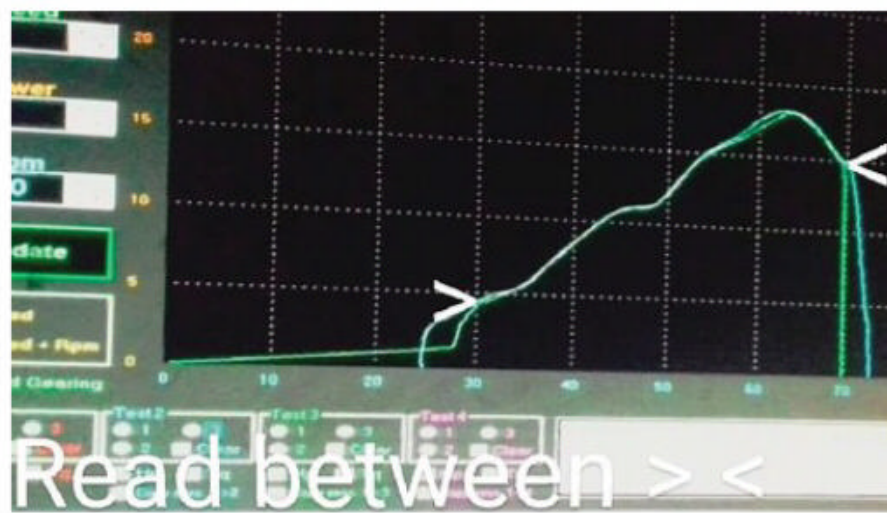
Alterations implemented:

1. Cylinder transfer entry 'square casting' made radiused.
2. Cylinder transfer entry lowered to below base gasket level, to tie in with transfer flow over piston edge at BDC.
3. Cylinder spigot transfer cutaways widened.
4. Cylinder bore side transfer radius as per works RSA GP design.
5. Radius to spigot corners.
6. Piston skirt strengthening rib removed to open flow path into transfer area.
7. Piston cutaway radius chamfer added to inside and outside edges.
8. Piston cutaway widened to match spigot cutaways (see point 3).

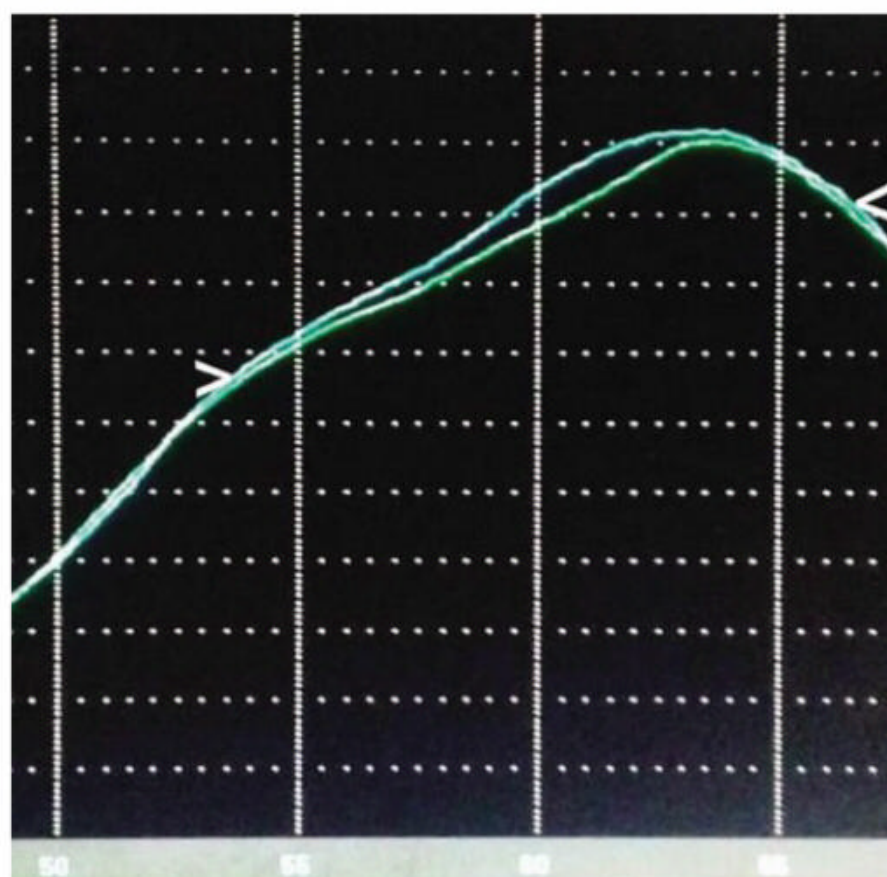
The proof is in the pudding!

So with the tuning work done it was all refitted and the gasket face sealants left to dry. Forgive the final finish on the ports but this whole test from first test to porting to being reassembled took just one-and-a-half hours to complete in between other jobs. The first road test carried out using the 'seat of the pants' dyno couldn't detect any major change which is normally quite accurate, but the graphs will let us know the exact details, and if our labours will prove fruitful!

Upon first glance of the graph I could see there was hardly any change with barely 0.2hp difference at peak, which is practically nothing at all! I've added some markers to provide a start and end point to the graphs as I try to start the dyno run at the lowest rpm as possible. So only 0.2hp gain may feel like a small increase for all the work done but when you check the detail as on the enlarged picture you can begin to extract some further useful info. Between 55mph and 67mph the motor is up approximately 0.75hp in places, whereas from 30mph to 55mph there are no gains at all so the improvements are greater at higher rpm where flow through the motor is more critical.



Despite all the extra work the dyno shows almost no performance gain on this low-revving small-power motor.



A close-up view demonstrates a meagre 0.75hp gain for a small area of the graph. This is not meaningful, nor is it distinguishable out on the road.

Conclusion

On this example, a 175cc piston ported engine tuned to 17.6hp, we are seeing very limited gains from all the additional tuning work carried out, compared to the standard supplied design. Although the results are hinting to us that had this been a higher rpm race/sprint spec motor, where every last bit can count, it may have shown a bigger improvement. So for the average road-going scooter build, the message would be: don't worry about enlarging or matching your cylinder to the case as the results from such effort won't be noticeable. It's a waste of time, effort and money (if you are paying for this work to be done).

Is that the end?

This is not the end – next month let's see how a set of big transfers vs standard transfers change the outcome on a tuned long-stroke RB250 kitted motor putting out 43bhp on standard cases! Surely at this level we can make some gains... can't we? Find out in the next instalment. Stay tuned...

Words and images: Darrell Taylor

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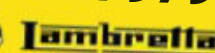
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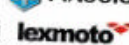
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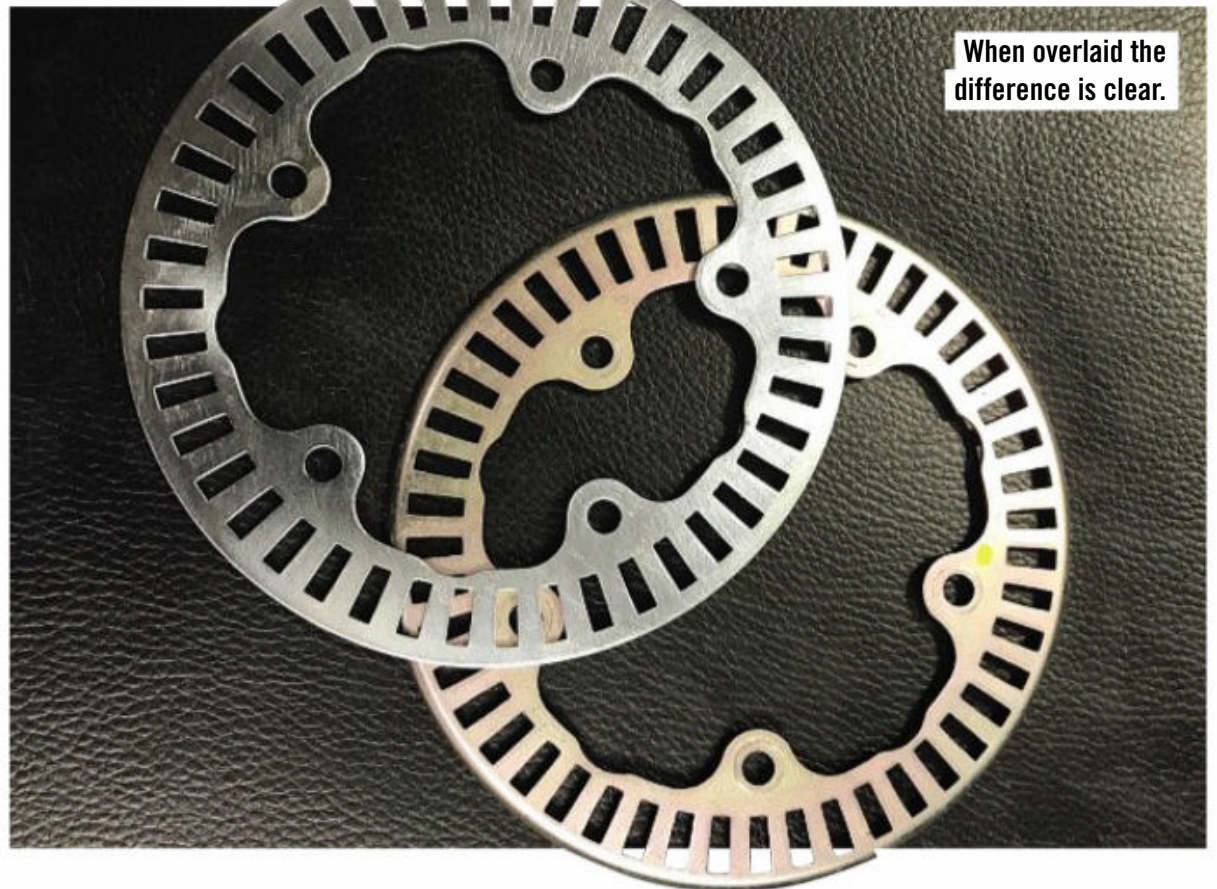
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LORD OF THE RINGS

Can a part that costs only £55 really transform Vespa's HPE 300? Stan puts Kübler's Speedring to the test.

It only took a day for me to fall in love with Vespa's latest incarnation of the GTS 300. Everyone on press launch was impressed with the new High Performance Engine (HPE). Its increased torque, responsiveness off the line and increased all-round capability instantly persuaded me to buy one. Almost a year later, and in common with many other HPE owners, I've made a disappointing discovery. It's slower than the old model. The problem lies with the engine management system which on my machine kicks in at a fairly consistent 75mph (as measured by GPS). At this point 'the computer says no' and the effect is similar to a two-stroke nipping up. There's a loss of power and only throttling back will restore the equilibrium. In fairness 75mph is more than the national speed limit and is roughly the upper limit on most European roads. The problem arises at motorway speeds where the HPE will suddenly refuse to co-operate, usually half way through an overtake. This isn't just an inconvenience to the rider, it's also a surprise to Roger the sales rep in his 3 Series. The last thing he's expecting while trying to 'push the Mod aside' is for the rider to apparently brake without warning. Limiters coming in at 75mph aren't just annoying, they're potentially dangerous. Like most commentators I assumed this was an issue with the Electronic Control Unit and sat back to wait for one of the big tuning houses to devise a programme 'patch'. Actually the cause is far simpler – the HPE's speedo isn't calibrated correctly.

Anyone who believes a factory-fitted dial is naive but even by current standards the HPE's speedo is economical with the truth. I'd quickly noticed that when compared with GPS readings, mine was optimistic by around 10%. I'm going to use rounded numbers from now on but hold on to that figure because it's important. It's quite possible that Vespa never intended this to happen.



When overlaid the difference is clear.

The HPE's predecessors have all been fitted with limiters and historically they've activated at around 83mph. This isn't determined by engine revs but by

road speed. Deduct the speedo's 10% optimism from the traditional figures and it's obvious why the limiters are kicking in at 75mph. Put

HOME FIT?

My Speedring was fitted at Ron Daley's while undergoing recall work on the brake hoses. Incidentally mine was one of those to be actually rather than theoretically affected. The difference in brake performance is considerable so this isn't a



Do you feel lucky?

recall to ignore. With the wheel off, it's simply a question of undoing five bolts, replacing the ring and then following the recalibration instructions which can be found in the owner's manual. However there is a risk. While my bolts came out easily, it appears that a small and entirely random number of machines have bolts locked in place. The heads are soft and will round before release. The only way to get those out is with application of heat and cutting slots in the head. Given that by definition the Speedring will be fitted to new machines and Ron Daley's will currently supply and fit a Speedring for £95, I have to question whether DIY is worth the trouble.

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simply, the HPE thinks it's travelling 10% faster than it actually is. Fortunately the good people at Kübler Racing have applied their collective brainpower to put things right.

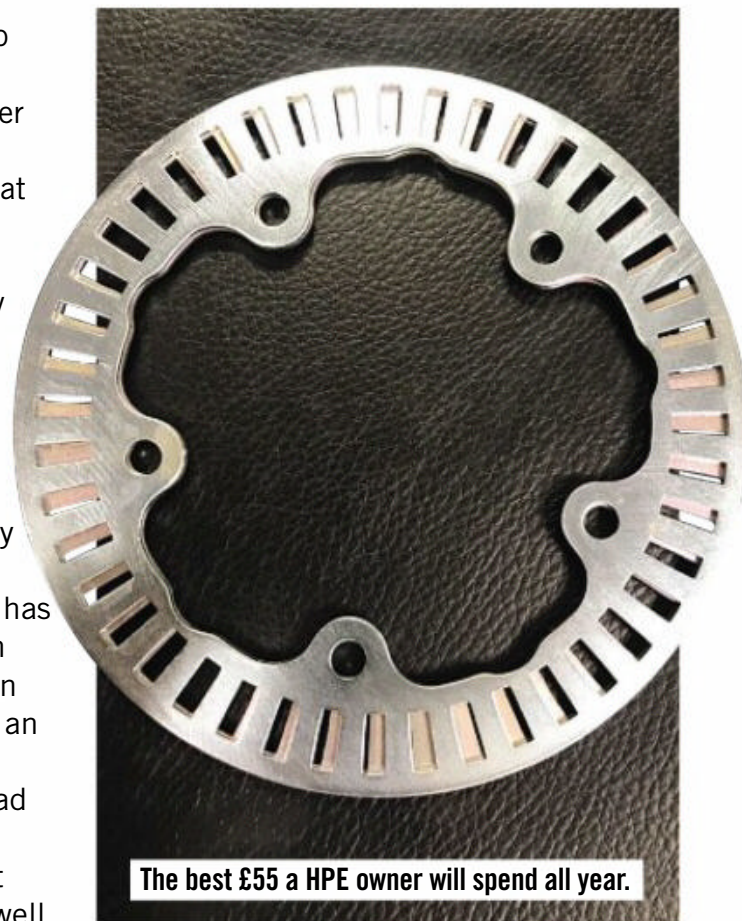
The science bit

Many readers will have fitted an aftermarket digital speedo and the basic principles applied by Piaggio to the GTS are the same. However, where a digital speedo's sensor only requires one reading per revolution of the wheel to function, the HPE's electronics are more complex. To determine whether the wheels are slipping or locking the computer needs multiple inputs per rotation. The designers' solution resembles a mini brake disc into which are cut a series of windows. This is usually referred to as a 'tone' or 'sensor' wheel and they're fitted to both front and rear wheels. As each window passes the sensor it triggers the computer, allowing it to determine how

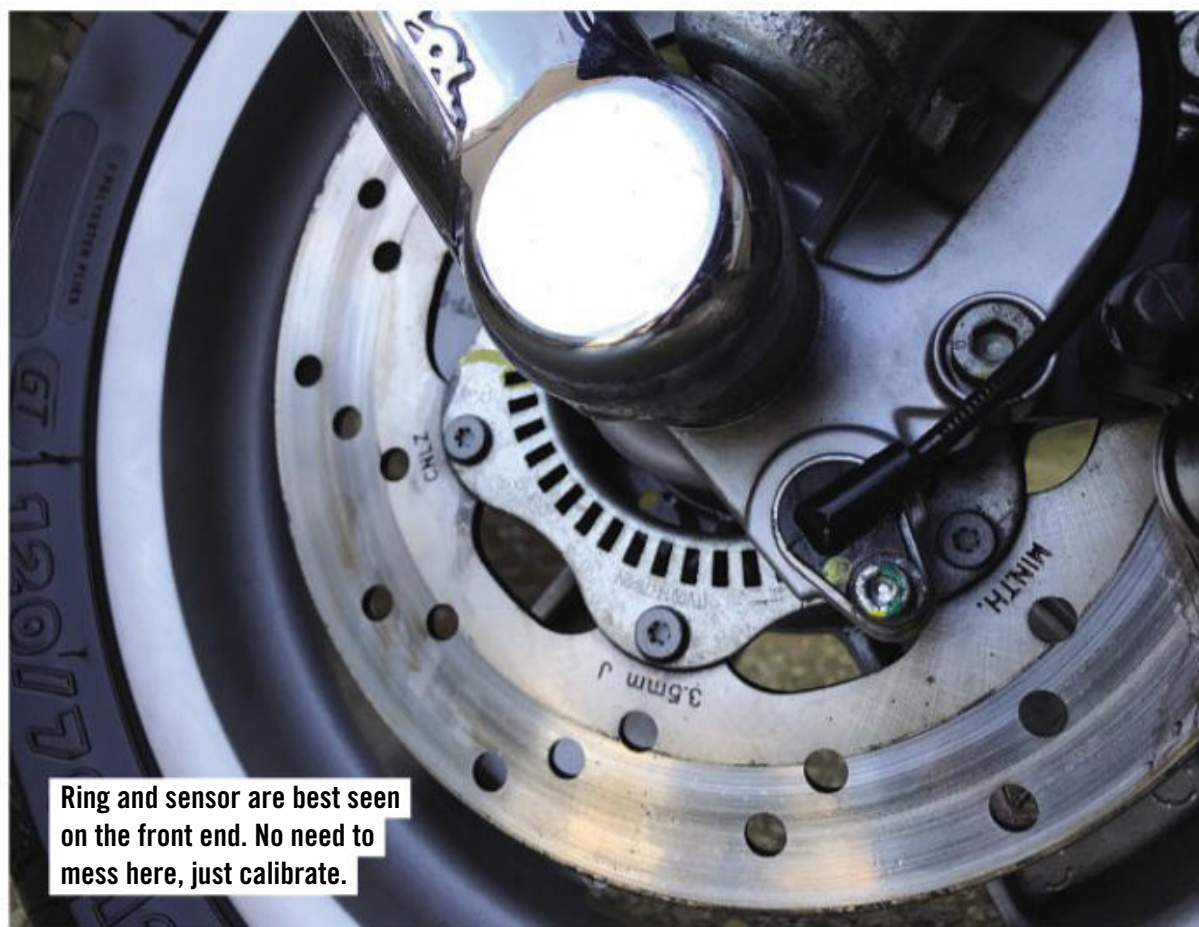
the wheels are performing in relation to one another. Depending on its interpretation of that data, the computer will activate traction control or ABS accordingly. Piaggio has determined that 48 inputs per rotation are needed and that's how many windows they've cut into the rear sensor disc. Unfortunately that's the disc which feeds in road speed and so far as the speedo's concerned 48 is not a magic number.

Perfect 10

The fix devised by Kübler is stunningly simple: instead of 48 windows, the number of windows on the Speedring has been reduced to 44. Those quick with maths will realise that's 10% less than the original component. This corrects an inaccurate feed of information to the speedo that in turn feeds a correct road speed on to the engine management system. The end result is limiters that activate at a higher speed. That's all well



The best £55 a HPE owner will spend all year.



Ring and sensor are best seen on the front end. No need to mess here, just calibrate.

in theory but what about reality? Having covered around 300 miles with the Speedring fitted, I can say that it really does work. The Speedring doesn't boost torque or bhp so around town there's no noticeable difference. On a test track it's a different case entirely. The GPS passes 75mph, the point at which my limiters previously kicked in, with ease. The fastest I've managed without running out of tarmac is 81.7mph. I'm already planning an Autobahn run to see where the limiters will now kick in. I'll admit to being sceptical about the Speedring – after all, in the world of tuning £55 is nothing. Admittedly it won't turn your HPE into a fire-breathing racer but it will release the engine to fulfil its promise. If there's better value tuning out there I've yet to find it.

Words: Stan

Images: Stan, Gary Chapman, Michael Daley



HPE, finally fulfilling its potential.

DOWNSIDE?

Other than an increased risk of activating speed cameras, I'm struggling to think of a downside to fitting the Speedring. Comparing Piaggio's and Kübler's side by side, the only obvious difference is that the original has a small strengthening bead around the outside edge. As the only forces acting on the ring are centrifugal, this seems to be a case of over-engineering by the manufacturer as there's certainly no flex in the Speedring. Long distance riders may note that above 75mph fuel consumption does increase. I've recorded a

fairly consistent 72mpg throughout my travels but with the Speedring fitted and throttle held open, that dropped to around 60mpg. An additional benefit is that when compared to GPS my speedo's now accurate to within the width of the needle. As these words are typed there's no Piaggio bulletin stating that fitting a Speedring will affect the factory warranty. That may change as the conversion becomes more popular and if it's a deal breaker your dealer should be able to advise on the current situation.

Social Influence

In the '80s Dazzle set new standards for custom two-strokes. You can't compare the old with the new, but Stan asks whether SIP's Pordoi racer will do the same for autos...

Created to celebrate its 25th anniversary, SIP's Pordoi racer was unveiled alongside the 305cc Vespa PX sprinter at its open day in April. The crowds loved it but in truth it was an incomplete machine; in fact only the night before, it was without headset and the seat was little more than a cosmetic mock up. Having gently teased the scootering world, SIP took the Pordoi back into hiding. Other than a trophy-winning outing to the National at Southport, the Pordoi sat



er



patiently in the workshop. Now, with every minute detail attended to, the Pordoi racer's finally ready to take the auto world by storm.

Be the best

As project lead Sebastian Bauch explained, the Pordoi's concept was straightforward: "Although there will always be an argument between two-stroke enthusiasts and auto riders, the truth is that Vespa's GTS is established as part of our culture. It's a superb machine but to date there have only been limited efforts to accessorise it. With our Pordoi range, SIP now provides a full range of both cosmetic and performance products for the GTS owner who wants to make their own machine special." There was an obvious need to build a demonstrator but, as the range's launch coincided with the 25th anniversary, the owners of SIP, Alex and Ralf, decided to push the boundaries. "There have been very few custom GTSs," added Sebastian. "I was given a very clear brief: create the best custom GTS ever seen."

If the brief was simple, its execution was far more complex. The Pordoi range is designed for easy fitment so no major frame modifications were permitted. Looking at the finished article it's hard to imagine that those are the same curves to emerge from Pontedera. That said, the handlebars have been subtly dropped, giving the GTS a more aggressive stance that's complemented by LED lighting. A new horn casting, sadly unsuitable for HPE models, brings the GTS's looks up to date and



Dropped bars and cleaned switches.

will provide an instant refresh to even the most standard machine. Other subtle body modifications include keyless ignition and, thanks to a Motogadget control unit, all switchgear has been 'cleaned' and simplified. If the front end looks different, it is. A hand-sculpted carbon fibre mudguard sets off the GTS's lines beautifully; in fact it's very reminiscent of that fitted to the T5. There's no shortage of CNC goodies spread around the machine including footrests, oil plugs and brake levers. The finishing touch is a hand-crafted sports seat that completely changes the GTS's side profile, though how suitable it is for shorter riders remains to be seen.

Not just a pretty face

If the Pordoi's looks are beguiling, its engine is also impressive. Determined to show what can be achieved, Sebastian made an unusual choice and instead of the obvious 300cc unit this project is based on the humble 125cc block. "Out of the



These should be a big seller.

'T5' mudguard and revised suspension, gorgeous.

Rear of the year

Even the most dedicated GTS fan will struggle to defend the styling disaster that is the standard exhaust. Here the Pordoi range excels, with a curly underfloor unit. Other than giving a GTS the ground clearance of a Lambretta, it's a triumph of modern design. As Sebastian explained, it opened the door for another reworked component. "There's no doubt that the standard exhaust is unattractive, but removing it reveals an even more ugly component, the swing arm." With the factory casting now on open display, Sebastian and team were convinced they could do better. "We took inspiration from Ducati," he said. "The result is a much cleaner CAD-manufactured unit that's easier on the eye. It's possibly my favourite part of the entire conversion."



PERFECT PAINT

Although it was built to showcase SIP's Pordoi range, the most striking part of the build is undoubtedly its paint. For this, SIP turned to an old friend, Fabrizio Caoduro. The owner and founder of Vicenza-based 70's Helmets, Fabrizio is both a connoisseur of '70s style and one of the most talented custom painters operating in Italy. Simultaneously commissioned to paint SIP's anniversary PX sprinter, Fabrizio created two machines that complement one another while being very individual in their execution. "I have built a large following among Harley-Davidson riders," explained Fabrizio, "although it's rooted in the '70s this style of paint is very popular in the custom bike scene. I'm surprised that it hasn't been adopted by the world of scooters, the SIP machines certainly show that it translates well."



factory a GTL 125 generates around 15bhp,” he explained. “We’ve doubled that to 30bhp by mating a Kübler crankshaft to the Malossi 282cc kit and V4 head.” While fuel is delivered by a Dell’Orto PHF34 carb, transmission’s taken care of by a mixture of the best components available in SIP’s catalogue, namely a Polini Maxi Hi-Speed variator that’s been teamed with Malossi’s X K belt and Delta clutch.

Final details

Whether it’s a motorcycle or car, dealers will say that wheels can often sell a vehicle. So it came as a surprise to many that when releasing the revamped and revitalised GTS HPE, Piaggio stuck with a decades-old design. Fortunately the Pordoi range includes a beautiful 13in, CNC’d aluminium design. The RacingBros Air Ride Bazooka units don’t have to be fitted with SIP’s own braking system but together they make for a fantastic ride.

Words and extra images: Stan Main photographs: Courtesy of SIP

A new era?

Much to the annoyance of two-stroke zealots the auto is now firmly established as part of the international scooterist movement. Given their popularity and the availability of used examples at very affordable prices, it’s surprising that so few ‘full blown’ custom autos have emerged. It’s easy to dismiss SIP’s Pordoi as a manufacturer’s gimmick, something assembled by experts with little thought as to cost. That was a criticism levelled at Jeremy Howlett, yet his masterpieces transformed the world of custom scooters forever. The difference between Dazzle and Pordoi is that the average rider has access to the technology.

The Pordoi is, by any standards, stunning. As an auto it’s unique. No one’s arguing that it surpasses creations such as Dazzle but it’s their equal. The Pordoi is good enough to inspire a new generation of builders and if that proves to be the case it may just be the most influential scooter in decades.



FRUITS OF HIS LABOUR

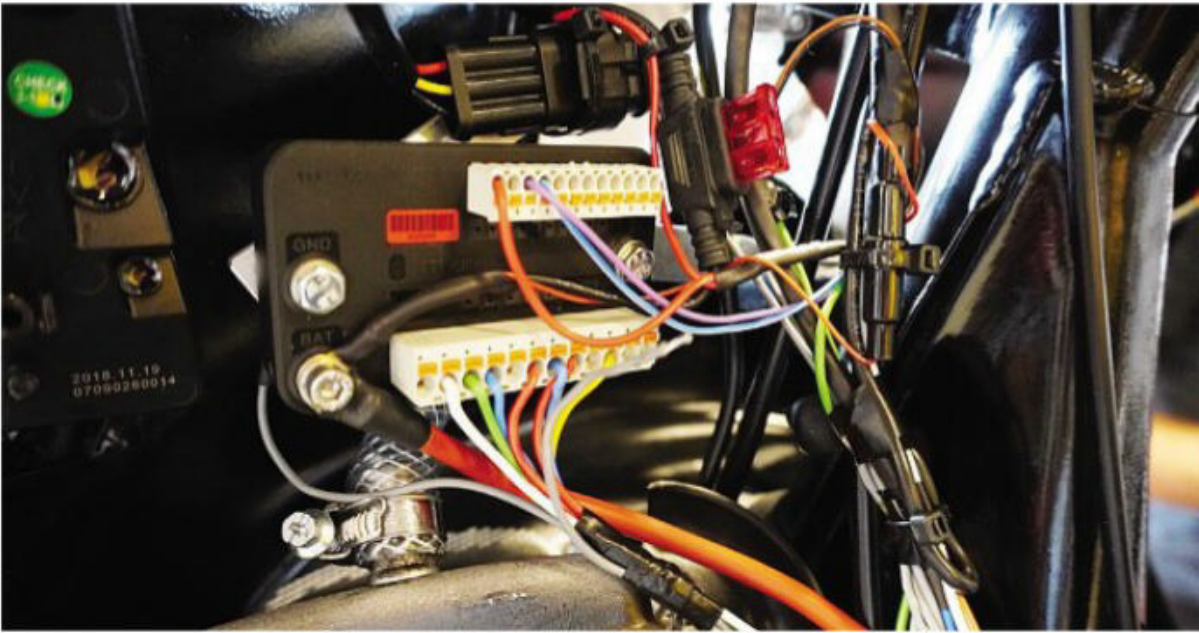
For the photoshoot, Sebastian took his creation to the mountain pass from which its name is taken. Peaking at 2239m (7346ft), the Pordoi Pass is regarded as one of the most beautiful in the Italian Dolomites. For auto or two stroke, it’s perfect riding country, though try to avoid the winter. “The roads were iced for the photoshoot and so was I,” laughed Sebastian.



With 24 hours to the big reveal, Sebastian looks pensive.



Ralf and Alex, driving force behind SIP and the Pordoi.



Motogadget electronic ‘brain’.



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